World Superbike Preview

CYCLE NEWS®

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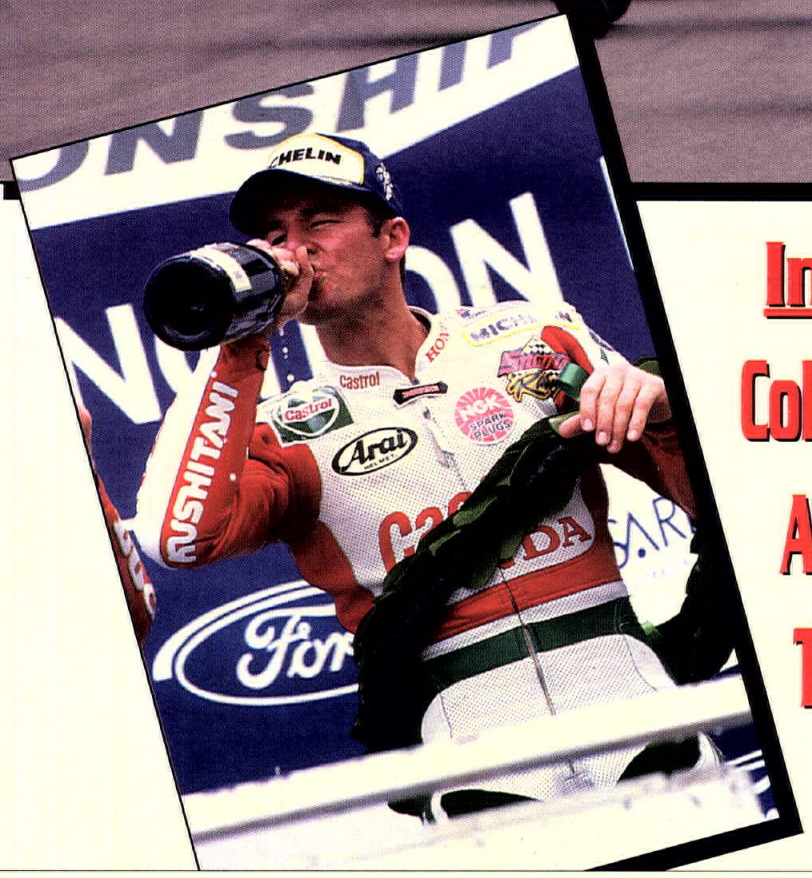
The Superbikes are coming

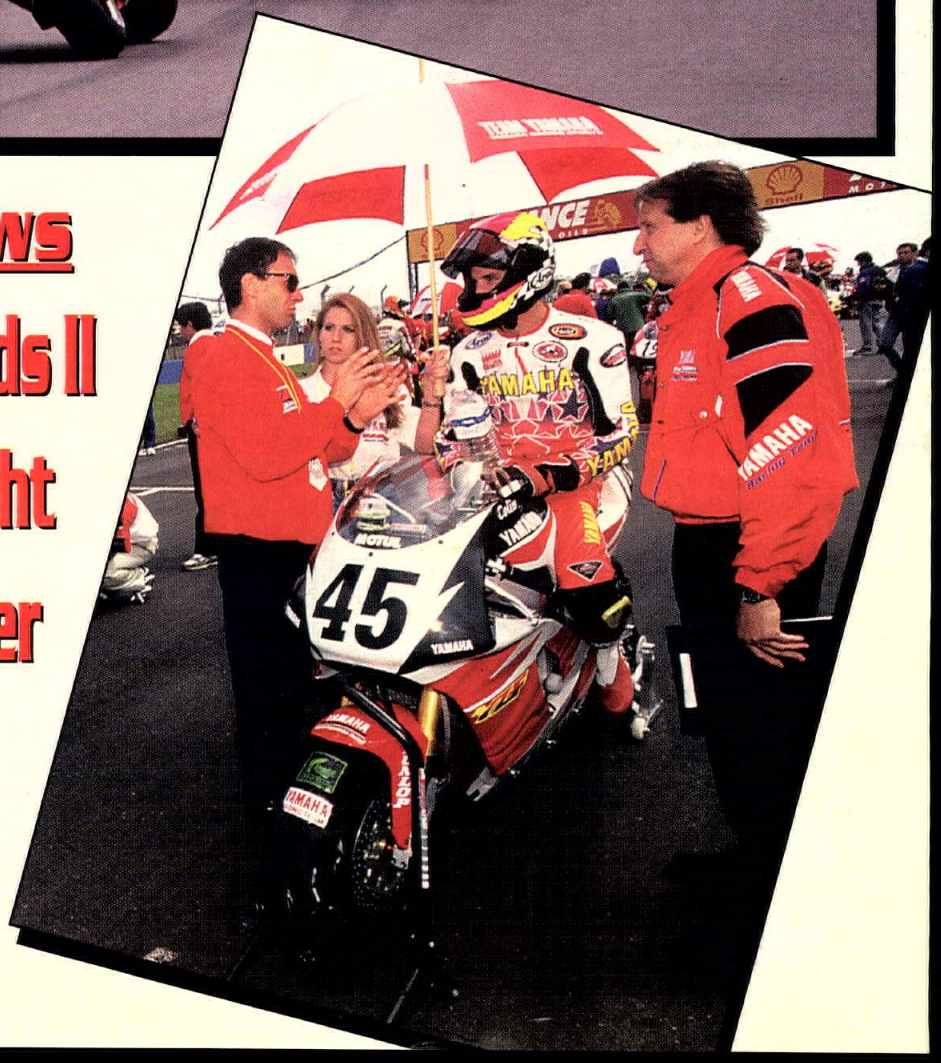


Interviews

Colin Edwards II

Aaron Slight

Troy Corser



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JULY 1995 SCHEDULE ON *ESPN*

Original Show Telecast			Repeat Telecast		
EASTERN TIME					
Sunday	7/2	3:00-3:30am	& Monday	7/3	5:00-5:30pm
Sunday	7/9	2:30-3:00am	& Monday	7/10	5:00-5:30pm
Sunday	7/16	3:00-3:30am	& Monday	7/17	5:00-5:30pm
Sunday	7/23	3:00-3:30am	& Monday	7/24	5:00-5:30pm
Sunday	7/30	2:30-3:00am	& Monday	7/31	5:00-5:30pm
PACIFIC TIME					
Saturday	7/2	12:00-12:30am	& Monday	7/3	2:00-2:30pm
Saturday	7/8	11:30-12:00am	& Monday	7/10	2:00-2:30pm
Saturday	7/16	12:00-12:30pm	& Monday	7/17	2:00-2:30pm
Saturday	7/23	12:00-12:30am	& Monday	7/24	2:00-2:30pm
Saturday	7/29	11:30-12:00am	& Monday	7/31	2:00-2:30pm

JULY 1995 REPEAT SCHEDULE ON *ESPN2*

EASTERN TIME			PACIFIC TIME		
Saturday	7/1	7:00-7:30am	& Saturday	7/1	4:00-4:30am
Saturday	7/8	7:00-7:30am	& Saturday	7/8	4:00-4:30am
Saturday	7/15	7:00-7:30am	& Saturday	7/15	4:00-4:30am
Sunday	7/16	12:00-12:30am	& Sunday	7/16	9:00-9:30am
Saturday	7/22	7:00-7:30am	& Saturday	7/22	4:00-4:30am
Saturday	7/29	7:00-7:30am	& Saturday	7/29	4:00-4:30am

The race circuit turns red, white and blue in July on MotoWorld. Hot spots include the Outdoor Nationals in Southwick and Buchanon, World GP highlights from Holland and France, and the Pike's Peak Hillclimb.

Plus, a look at Honda rider Miguel DuHamel's superbike success–Can he make it four in a row?

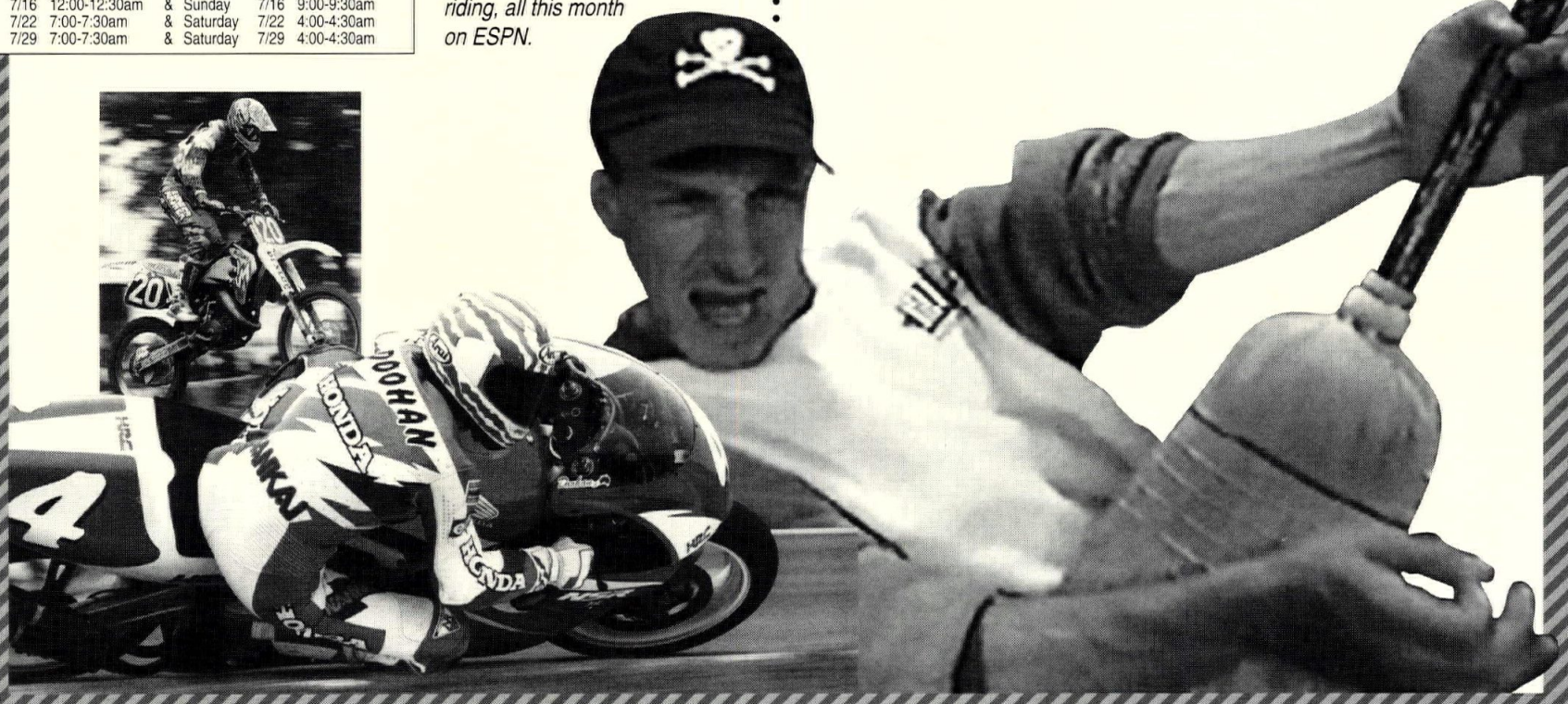
Then join MotoWorld color commentator LeRoy Powell for an upside-down look at Trials riding, all this month on ESPN.

The steamy days of summer roll around and MW2 heads to the beach! Off-shore powerboat racing champion Bruce Penhall will take you so fast the flying fish won't know what hit'em.

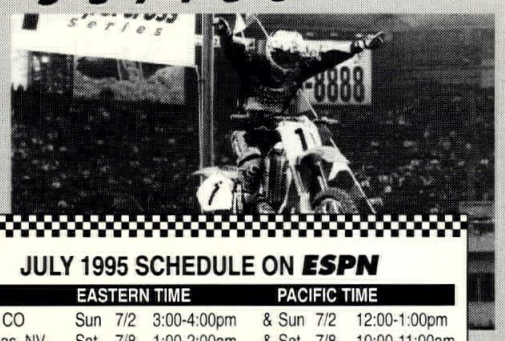
Then it's time for a little leftover Italian. Jerry and the crew lead a 12-hour enduro ride over Italy's majestic coastline. There haven't been this many fireworks on ESPN2 since...well...the last Fourth of July!

JULY 1995 SCHEDULE ON *ESPN2*

Original Show Telecast			Repeat Telecast		
EASTERN TIME					
Sunday	7/9	6:00-6:30pm	& Friday	7/14	2:30-3:00am
Sunday	7/23	5:00-5:30pm	& Saturday	7/29	5:00-5:30pm
			& Tuesday	8/1	3:00-3:30am
PACIFIC TIME					
Sunday	6/25	1:30-2:00pm	& Thursday	7/1	12:30-1:00am
Sunday	7/9	3:00-3:30pm	& Thursday	7/13	11:30-12:00am
Sunday	7/23	2:00-2:30pm	& Saturday	7/29	2:00-2:30pm
			Tuesday	8/1	12:00-12:30am



U.S. Supercross Series



JULY 1995 SCHEDULE ON *ESPN*

	EASTERN TIME		PACIFIC TIME		
Denver, CO	Sun	7/2 3:00-4:00pm	& Sun	7/2	12:00-1:00pm
Las Vegas, NV	Sat	7/8 1:00-2:00am	& Sat	7/8	10:00-11:00am

JULY 1995 SCHEDULE ON *ESPN2*

	EASTERN TIME		PACIFIC TIME		
Houston, TX	Mon	7/3 11:00-12:00am	& Mon	7/3	8:00-9:00pm
	Tues	7/18 2:00-3:00pm	& Tues	7/18	11:00-12:00pm
	Sun	7/23 4:00-5:00pm	& Sun	7/23	1:00-2:00pm
Pontiac, MI	Mon	7/31 11:00-12:00am	& Mon	7/31	8:00-9:00am

AMA Motocross Series

JULY 1995 SCHEDULE ON *ESPN*

	EASTERN TIME		PACIFIC TIME		
Mt. Morris, PA	Tue	7/4 12:30-1:30am	& Mon	7/3	9:30-10:30pm
Budds Creek, MD	Sat	7/15 1:30-2:30pm	& Sat	7/15	10:30-11:30am
Southwick, MA	Sat	7/22 3:30-4:30pm	& Sat	7/22	12:30-1:30pm
	Sun	7/30 4:30-5:30am	& Sun	7/30	1:30-2:30am
Buchanon, MI	Sun	7/24 8:00-9:00pm	& Sun	7/24	5:00-6:00pm

JULY 1995 SCHEDULE ON *ESPN2*

	EASTERN TIME		PACIFIC TIME		
Budds Creek, MD	Sat	7/8 11:00-12:00am	& Sat	7/8	8:00-9:00pm
	Sun	7/9 9:00-10:00am	& Sun	7/9	6:00-7:00am
Southwick, MA	Sat	7/15 10:00-11:00pm	& Sat	7/15	7:00-8:00pm
	Sun	7/16 9:00-10:00am	& Sun	7/16	6:00-7:00am
Buchanon, MI	Sat	7/30 11:00-12:00am	& Sat	7/30	8:00-9:00pm

World Grand Prix Series

JULY 1995 SCHEDULE ON *ESPN*

	EASTERN TIME		PACIFIC TIME		
GP of Italy	Fri	7/7 1:00-2:00am	& Thu	7/6	10:00-11:00pm
GP of Netherlands	Fri	7/28 1:00-2:00am	& Thu	7/27	10:00-11:00pm

JULY 1995 SCHEDULE ON *ESPN2*

	EASTERN TIME		PACIFIC TIME		
GP of Italy	Mon	6/26 7:30-8:30pm	& Mon	6/26	4:30-5:30pm
	Tues	7/4 1:30-2:30pm	& Tues	7/4	10:30-11:30am
GP of Spain	Sat	7/1 4:30-5:30pm	& Sat	7/1	1:30-2:30pm
GP of Netherlands	Sun	7/9 5:00-6:00pm	& Sun	7/9	2:00-3:00pm
GP of France	Mon	7/24 7:00-8:00pm	& Mon	7/24	4:00-5:00pm
	Tues	7/25 2:00-3:00pm	& Tues	7/25	11:00-12:00pm
	Sun	7/30 1:00-2:00pm	& Sun	7/30	10:00-11:00am

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Italian **Alessandro Puzar** (Hon) saw his points lead nearly cut in half at the 125cc MX GP in Bargo Maggiore, San Marino, on July 2. Fellow Italian **Alessio Chiodi** (Yam) went 2-1 on the day for the overall win while Puzar went 13-5 and, as a result, Chiodi cut Puzar's 50-point cushion going into the event down to just 27 points, 272-245. Finishing third overall was Frenchman **Sebastien Tortelli** (Kaw) who won the first moto and finished second in the other. Rounding out the top five overall were Italian riders **Claudio Federici** (Yam) and **Massimo Bartolini** (TM). American **Jimmy Button** (Hon) competed in San Marino but a groin injury suffered at a supercross race in France the previous week hampered his efforts; he posted an 11-DNF for the day. Button is currently fifth in the series standings, but is well off Puzar's pace.

At the Irish 500cc MX GP in Ballykelly, Northern Ireland, on July 2, former champ **Jacky Martens** (Hus) scored his second win of the season after posting 2-1 moto finishes. Series points leader **Joel Smets** (Hbg) won the opening moto and was leading the second before becoming sidelined when his four-stroke Husaberg sucked sand into its motor. Finishing third overall was Swede **Peter Johansson** (Hus) who went 3-2, while fourth overall went to Holland's **Gert Jan van Doorn** (Hon) whose 5-3 moto finishes edged out fellow countryman **John van den Berk's** (Hon) two fourth-place finishes. American **Trampas Parker** struggled in the track's deep sand on his smaller displacement 360cc KTM. He spent both motos coming from behind after being out-powered to the first turn each time out. Parker salvaged a pair of sixth-place finishes and is still in the hunt for the series title. He is just six points behind Smets in the series points standings, 211-205. Next in line is Johansson who has 181 points.

Spaniard **Sete Gibernau** (Yam) won the 250cc class during the fifth round of the Open Ducados Series in Catalunya, Spain, on July 2. Gibernau topped **Carles Checa** (Hon) and **Jose Luis Cardoso** (Apr) in the race; **Kurtis Roberts** (Yam), the son of three-time World Champion Kenny Roberts and the only American competing in the series, finished eighth the 125cc race was won by **Herri Torrontegui** (Hon) over **Dirk Raudies** (Hon) and **Jorge Martinez** (Yam).

Robbie Horton (Kaw) was the dominant big-bike rider at the July 1-2 Team Green Youth Nationals, held at Perris Raceway in Perris, California. **Matt Walker** (Kaw) was the start of the 80cc classes, while **Shane Bess** (Kaw) cleaned house in the 60cc divisions.

Mark Gleckl, 40, was killed on Friday, June 30 while videotaping the SCORE Tecate Trophy Truck race in the Mojave Desert. Gleckl was standing on the outside of a sweeping right-hand turn when two trucks, driven by Walker Evans and Ivan Stewart, collided on the ninth lap, sending Evans through a spectator fence and into the veteran motorsports television producer. Although there were some 300 spectators near the crash site, no one else was injured. Gleckl, who worked as both a producer and camera operator, was taping the race for a show to be broadcast later on ESPN. Gleckl was well-known in the motorcycle industry for his production of motorcycle and auto racing for CBS, NBC, ABC, ESPN, TNN and the Prime Network, including his direction of CBS's live coverage of the United States Grand Prix and Prime Network's same-day coverage of the 1995 AMA Superbike National in Pomona. Gleckl owned a production company that was based in his Dana Point, California, home. He is survived by his wife, Maria, and their two children, Amy, who is 18 months old, and Anthony, 5. A memorial service will be held at Gloria Dei Lutheran Church of Dana Point on Wednesday, July 5 at 1:00 p.m. In lieu of flowers, the family is asking that contributions be made to a trust fund which will be established for the children's education.

American **Bob Moore**, the 1994 125cc MX World Champion, will be forced to sit out the July 16 round of the World Championship 250cc MX Series in Maracay, Venezuela, due to injuries. The Rinaldi Yamaha team rider cracked his pelvis at the previous 250cc GP round, June 18, in Ireland. Luckily, Moore will only miss the South American round as he is expected to compete in the following GP in Poland, on July 30. He currently sits in fifth place in the series standings.

In other MX Grand Prix news, Belgian **Werner Dewit**, of the Bieffe Suzuki team, is out for the rest of the year after having an operation to repair torn ligaments in his knee. Dewit was sixth in points. De Groot Kawasaki's **Tallon Vohland** was given the word that he has no broken bones in his ailing foot, but he was diagnosed with a hyperextension of the ligaments. The Californian, who is currently second in the 250cc series just six points behind teammate Stefan Everts, will compete in the next round in Venezuela.

At the 125cc MX Grand Prix round in San Marino, July 2, **Jimmy Button** was racing in a lot of pain. "I crashed in a French Supercross last weekend," said Button after the GP. "The bike landed on top of me and the clutch lever dug into my groin. I was black and blue from just above the left knee to the waist. I'd be all right if we had been racing in sand where you need to stand up all the time anyway, but this is the hardest ground I ever raced on. I can't sit up over the tank and I feel off-balance going into the corners." Button earned just five points on the day.

American Honda Motor Co., Inc. announced on June 27 a **voluntary recall** of all 1988-1993 **Honda GL1500** and 1991-1993 **Honda ST1100** motorcycles to replace a faulty bank-angle sensor. The bank-angle sensor is designed to shut off the engine and fuel pump in the event the motorcycle overturns or falls down. A faulty sensor may cause the engine to shut off while riding over bumpy surfaces or when making abrupt turns. Owners of the affected models will be contacted by American Honda to have their motorcycle repaired free of charge at an authorized Honda dealership. Approximately 50,000 GL1500s and 4500 ST1100 motorcycles are affected by this recall.

An independent appeals board convened at the AMA headquarters in Westerville, Ohio, on June 28 and modified the AMA's initial penalties levied against **Tom Kipp**. Kipp's Yamaha YZF750 was deemed ineligible to compete in the AMA 750cc Supersport class when Yamaha failed to meet the homologation requirements. The AMA had disqualified the 1996 YZF750 from further competition in 1995, and deemed any points accrued on the bike invalid, affecting only Kipp. The appeals board consisted of dirt tracker Steve Morehead, motocrosser Jeromy Buehl and former road racer Kevin Burns.

Rodney Farris: 1963 - 1995

Dirt tracker Rodney Farris, 32, of Winchester, Virginia, suffered fatal injuries in a race crash during the July 2 running of the Du Quoin Mile at Illinois' Du Quoin State Fairgrounds.

The accident occured on the 18th lap of the Grand National main event while Farris battled for position in the lead pack of riders. After hitting a rut between turns three and four, Farris lost control of his Harley-Davidson XR750 and clipped a hay bale that lined the outside of the track. He was spit over the handlebars and crashed into the retaining wall, and his body bounced back into the racing line on the track. Joe Kopp was unable to avoid hitting Farris, and ran over his neck area. The race was red-flagged, and Farris initially had no pulse when when medics reached him. His pulse did return, but he was not able to breathe on his own. Farris was transported by air to St. Louis University Hospital, where reports as of 10:15 p.m. indicated that he was brain-dead. Farris was kept alive until the following morning by life-support machines until his parents could arrive.

Farris was taken off life support and passed away at 11:57 a.m. on July 3.

Farris was competing in his 13th Grand National Championship Series, and had enjoyed the best finishes of his career during the past few seasons while racing for his long-time friend Eddie Adkins, and many insiders felt that it was only a matter of time before the two scored their first-ever National win together. Farris may be best known for his "star" helmet design, passed on to him by his childhood hero, Gary Nixon.

Farris is survived by his father, Norman Farris, his mother, Mable Gene Caris, a half brother, Billy Kidwell, and a nephew, Tyler Blaine Kidwell.

So, who got second in Du Quoin Mile?

The turn of events after the finish of the Du Quoin Mile on July 2 left several top racers questioning the AMA's ability to produce a fair result in the ultra-close racing that takes place in the Grand National series, especially on the miles. While it was clear that Davey Camlin had successfully defended his DuQuoin Mile crown, it wasn't as cut and dried as to who finished second, third, fourth and fifth. And so it was that Chris Carr, Scott Parker, Steve Morehead and Kevin Atherton, the key players in the dramatic Du Duoin finish, met with AMA referee Bruce Bober to voice their concerns over the current system.

"We pay a lot of money in entry fees each year, and Harley-Davidson puts a lot of money into this series," Carr said. "All we ever ask for is a fair shake at the line. If the AMA can't give us that, then something is wrong."

"What really sucks is that the AMA can't even tell us who won the race," Parker said. "We race our asses off, and then they can't even tell us who won. I don't want third place if I got fourth place, and I don't want third place if I got second place. The AMA needs to come up with something that will at least tell us who won."

But that may prove to be a difficult task, as the closely contested nature of Grand National dirt track racing makes it difficult to find a suitable solution to the problem of determining positions at the finish. According to AMA referee Bruce Bober, the current electronic transponder system that the AMA uses for its superbike series reads a funnel-shaped signal from the units on the motorcycles, and would not have been able to differentiate between the signals of the second- through fifth-placed machines.

"In this case, Camlin's bike would have tripped the clock first," Bober said. "But the next four riders would have tripped it all at once because of the signal."

Bober said that in the past the AMA has set up a replay camera at the finish line to help determine the outcome of close races, but that camera was broken, and there was no replacement on the line in Du Quoin. Ultimately, though, Bober used a video replay - supplied by Diamond P Sports, who was on hand to cover the event for broadcast on The Nashville Network - to change the call that switched Atherton and Morehead in the final standings. But when Parker, Carr and Atherton asked to see the tape for themselves, Bober refused. But the three riders would not be denied, and they marched off to the TNN control trailer to view the tape for themselves. Though the footage appeared to be inconclusive, all three agreed that Bober had made the right call based upon the tape, but that the angle was far from perfect. Atherton had the most to lose, and he was disappointed by the whole situation.

"It's kind of...I don't know if unprofessional is the word, but the AMA has known for 20 years that we're going to have close finishes like this," Atherton said. "They haven't made a good effort on their part to come up with a better camera or something to settle these discrepancies."

Bober said that he would call the various sanctioning bodies to see if a better system was available. "I'm going to have to work on something. The biggest problem is that they are not dealing with the 140-mph speeds that we are."

But perhaps Carr said it best.

"That's what you get when you have the most competitive racing series in motorsports."

IN THE WIND

Merrill Vanderslice served as the non-voting chairman of the appeals committee and Rob King presented the AMA's written and oral testimony. After discussion, the appeals board voted to reinstate Kipp's points in the 750cc Supersport Championship and instead levied a $5,000 fine. "The appeals board felt that Kipp was riding his motorcycle in good faith," Vanderslice said. "The board also recommended that AMA Pro Racing modify its homologation process, to assure that the manufacturers, not the specific riders, are held accountable for such violations."

The AMA has announced that tickets are now available for its August 11-13 **St. Louis Superbike Classic**, to be held at Grattan International Raceway in Fairmount City, Illinois. Tickets are available from Gateway by calling 618/482-5501 with advance ticket prices set at $16 for Saturday only, $22 for Sunday only and $32 for a "Super" weekend pass.

Road racer **Dale Quarterley** is recovering at home from the injuries he suffered in a high-speed crash during a Formula USA race at Grattan Raceway on May 28. Quarterley's most significant injury was to his tongue: "I bit my tongue and it's been sewed up on the sides. The crash was no bargain. I was probably going a good 120 mph when I hit that bank. I watched the (front brake) rotor go out in front of me. I hit the rear brake and laid it on its side as much as I could. The next thing I knew I was waking up in two-foot-high grass and I couldn't breathe. It knocked the wind out of me. I just lay there, but I could move my fingers and my feet. The rotors were just a week old and we checked them Sunday morning and they looked good. I haven't seen the bike yet, but I guess the rotors were in three separate pieces."

Long-time *Cycle News* contributor **Larry Lawrence** has been named as AMA Pro Racing's Communications Manager. Lawrence, 35, has most recently served as the AMA Superbike correspondent to American Roadracing. "It's a fantastic opportunity to have Larry on board with the AMA Pro Racing team," said Tom Mueller, executive director of AMA Pro Racing. "Larry is well-known in the motorcycle road racing community, and we plan to expand his expertise into our corporate communications planning, as well as into other AMA Pro Racing properties. Larry has many new, exciting ideas that will benefit our efforts. He will be a big asset to our program."

Former road race mechanic **Dave Ray** recently had his 1973 Kawasaki H-2 Triple stolen from his shop in Merced, California. "This bike is like a son or a daughter to me; we've been through a lot together," Ray said. The bike was licensed in California with plates 3F1982; frame #H2F 26538; engine #H3F 26657. In addition to the motorcycle, Ray also had tools, machinery and parts stolen from the shop. "They wiped me out," Ray said. "They took literally everything. I have no insurance, no clues..." Ray can be reached at 310/695-9199.

The **Viewfinders M.C.** is inviting all current and former members to attend a club picnic at Castaic Lake Park in Southern California on July 15. The picnic will also serve as a planning meeting for the upcoming Viewfinders GP to be held at Castaic on October 28-29. For more information call 714/739-8633.

Kawasakis Team Green will provide technical support and will have emergency parts available at both the **Ponca City** and **Loretta Lynn's Nationals**. Team Green will also be giving away gift packs to all Kawasaki riders entered at the Loretta Lynn event as well as presenting Kawasaki mountain bikes to the class champions of the 60cc Stock 7-9, 60cc Stock 10-11 and Supermini 12-15 classes. The 1996 KXs will also be displayed at both Ponca City and Loretta Lynn's.

Claudio Castiglione, the president of Cagiva Group, has been elected to the position of president of the ANCMA - the Italian National Association of Motorcycles, Bicycles, Parts and Accessories Manufacturers. Castiglione replaces Michele Bianchi, who was president of the association for the past 10 years.

The **North American Super Bike Series** (NASB) has announced that it will begin using blue "move over" flags at future rounds of its series. Long used in other forms of motorsports competition, **blue flags** are used to alert competitors that they are about to be lapped by other riders. The intent is to let these riders know that someone significantly faster is approaching and to direct those riders to hold a steady racing line so the closing riders can anticipate their actions while making a pass. "The motorcycle community is not that large and we've noticed press reports recently that the issue of lapped traffic has become a problem at some racing events," NASB founder Roger Edmondson said. "As America's newest championship motorcycle racing series, NASB realized it was high time that this courtesy was incorporated into our sport. I have directed the staff at CCS to also provide blue flags to its corner-workers. The same situation occurs at all levels of competition, from amateur to professional." The next round of the NASB series is scheduled for August 4-6 at Road America in Elkhart Lake, Wisconsin.

Legendary dirt track tuner **Shell Thuet** and his wife, Maggie, celebrated their 50th wedding anniversary on June 30. Thuet built dirt track motorcycles for riders such as Kenny Roberts, Wayne Rainey and Eddie Lawson. The couple were wed in Lynwood, California, in 1945.

Reg Pridmore's **Class Motorcycle Schools** has joined forces with Honda, according to Pridmore. "We are very pleased to be associated with Big Red," Pridmore said. "Things can only get bigger and better from here on." Class has schools scheduled for Seattle International Raceway in Kent, Washington, on August 25 and for Portland International Raceway in Portland, Oregon, on August 28-29 before returning to Willow Springs Raceway in Rosamond, California, on September 11. For more information call 805/933-9936.

Road racer **Jason Pridmore** is expecting to return to the race track shortly, possibly for the next round of the AMA Superbike National Championship at Brainerd International Raceway on July 15-16. "I saw Dr. Ting yesterday (June 26) and I can get the fixator off in three weeks," Pridmore said of the external fixator device that was fitted to his broken leg prior to the beginning of the racing season. "If I don't make Brainerd, I'll definitely be at Sears Point (August 26-27)."

McGrath banned from Supercross?

At the July 2 round of the 125/250cc National MX Championship, a letter written by American International Racing (AIR) director Roy Janson to AMA's President of Pro Racing Cary Agajanian was circulated through the pits. The same letter arrived at *Cycle News'* offices on Friday afternoon, June 31.

The letter concerns the fiasco that took place at the June 10 Las Vegas Supercross, and the five riders - Jeremy McGrath, Doug Henry, Mike Kiedrowski, Brian Swink and Michael Craig - who did not compete, claiming that makeshift lighting - which was put in place because of a power failure - was unsafe. The most interesting sentence in the letter reads: "Please be informed that until further notice, PACE/SuperSports and SRO Motorsports will not allow admission to those above five individuals for any future U.S. Supercross events."

In addition, Janson demanded that the AMA take further disciplinary action with the aforementioned riders.

Coincidentally, Cary Agajanian was on hand at Red Bud, and had conducted a number of interviews with a number of riders, team managers and mechanics who were present at the Las Vegas event. When asked if the letter was the motivating factor in said interviews, Agajanian stated that the AMA's investigation was completely separate.

"Our investigation of the incident was in no way motivated by Roy Janson's letter," said Agajanian. "I consider what happened to be extremely serious. This is without question one of the most serious incidents in the history of the sport. We must be extremely careful about how this incident is researched and how decisions are made. Every aspect of what happened is serious - I'm not singling out the rider boycott - the letter distributed before the race, and the lighting troubles, everything. There are serious implications for the sport. There are a lot of competing interests here, but my primary concern is for the safety of the riders."

When asked if the promoters' group was capable of banning the riders from competing, Agajanian replied, "That's a hard question to answer for many reasons. The AMA determines the eligibility and qualifications of the riders, and thusly decides who rides. The AMA is also solely responsible for any fines, disciplinary actions, et cetera - all of these actions are within the authority of the AMA. I'm not going to speak for them (AIR), but this is our situation. This is a novel situation, that's for sure."

Janson was surprised when informed that copies of his letter were in circulation.

"What we are hoping for is a resolution to this whole situation," said Janson. "I'd like to sit down with the riders and figure out what it is that's causing the problem. In my opinion, they are taking a very simplistic view of a very complex business. What happened at Las Vegas is very damaging.

"I understand that the AMA Pro Racing Board is looking into the situation, and we (AIR) are hoping that they get to the bottom of the situation. As far as the riders being banned, the way I wrote it, it was 'until further notice.' And of course we can't prevent a rider from entering an event. That is all handled through the AMA. What we were implying was that the five riders would not be allowed on the property at any of the race sites."

The schedule change for the upcoming AMA National Championship Road Race Series round at **Brainerd International Raceway** on June 14-16 that was sent to us by the AMA was incorrect. The HP4 600cc Supersport race will be held first, followed by the Progressive Insurance 883 SuperTwins race, the AMA Superbike National and the 250cc Grand Prix class. The original release had the Harley race going off first, followed by the 600cc Supersport class.

The benefit Solo GTO/GTU events held at Willow Springs Raceway in Rosamond, California, on June 17 to aid semi-comatose racer **Maurice Marascio** raised $4000.

The Willow Springs Motorcycle Club offices will be closed the week of July 3-7 as WSMC manager **Kenny Kopecky** heads to Mammoth Mountain to compete in the NORBA National Mountain Bike Championship Series.

The **Sound of Thunder Series** round at the July 8-9 **Commotion By The Ocean** event at Carlsbad Raceway has been rescheduled from Saturday (July 8) to Sunday (July 9). The Pro class at the Commotion By The Ocean is open to all sizes of motorcycles and pays a bonus of $250 to any 125cc placing in the top three. The guaranteed payout for the top three is $750 for first; $300 for second, and $250 for third - per moto. The Pros compete on Sunday, while amateurs compete on Saturday. For more information, call Racing Enterprises Motorsports at 619/484-1441.

World Superbike facts: Heading into the Austrian round of the series scheduled for July 9, Ducati's **Carl Fogarty** is the all-time leader in World Superbike victories with 28 wins. Fogarty leads Doug Polen (27), Raymond Roche (23) and Giancarlo Falappa (16). **Scott Russell** is fifth on the list with 14 victories. The United States continues to be the country with the most World Superbike wins; the U.S. has 52 race victories with Italy second on 33 and England third with 31.

Ducati remains the most dominant manufacturer in World Superbike racing. The Italian V-twins have won 99 races with Kawasaki's 24 wins putting them second. Yamaha has 23 race wins, Honda has 17, Bimota has won 10 times with Suzuki winning two races.

According to **Northwest Honda**, they are second in the overall WERA Performance Machine/Goodridge National Endurance Series. Our most recent point standings gave only class point standings and not the overall standings, thus the Honda CBR900-mounted team were slighted somewhat.

CORRECTION: The dates listed in a recent Suzuki Dual Sport advertisement were incorrect. The correct dates for the Steamboat Springs, Colorado round of the AMA/Suzuki National Dual Sport Trail Ride Series is September 13-16. For more information call 303/697-8382. CN

VOICES
Letters to the editor

Thanks, Kevin

Thank you Kevin Schwantz for all the thrills and for displaying all your skills.

I recall watching you and Wayne Rainey race on Superbikes early in your career. While leading your race with Rainey, who was 5-6 bike lengths behind, you rode past the limits of adhesion with both tires sliding out from under you. I was sitting on the outside of the corner and expecting the worst. My friend and the many spectators gasped in horror and started to stand up.

Then you kicked down your right foot and brought your Suzuki back up on its tires, your right foot flying backwards. I recall you backing off the throttle every so slightly during your spectacular save, flicking the bike to the left for the next corner with enough composure to shut the door on Rainey as he attempted to pass on the inside.

My jaw was still hanging open and you were gone. I knew I had just seen riding talent that I'd never seen before. That was just the start. You made a lot of fans that day and I was one of them. Thank you, Kevin. Good luck in all your endeavors.

Louis Dalmau
San Jose, CA

Lima dust bowl

I am very disappointed with the track preparation at the Lima race this year. I always thought the fans' consideration came first, but not at Lima. The dust was terrible in the ""F" Stands by the fourth turn. Some fans were using clothes over their mouth in order to breathe, and one fan said he was going out to his motorcycle to retrieve his riding goggles so that he could see.

The track was sprinkled from time to time, but after dragging the turns it was just as dusty in a lap or two. I think when a person is charged $20 to view a race, he/she should be able to enjoy it. I drove over 1100 miles to see this race, but it was my last. From now on I will go to tracks that are prepared correctly and the fans are the primary consideration.

L. Mohler
Fairfax, VA

Godspeed, Donald

It is very hard to write this because I still haven't come to terms with Donald's passing. I first heard about this young kid in 1987 when I raced with him on more than one occasion. Our paths didn't cross until some years later when we became teammates in 1993.

For the next two-and-a-half years I saw Donald every race weekend and on occasion we trained on motocross bikes together. Since I have a deep belief in God, the only positive thing that could possibly come from his death is that he is in a better place.

I will truly miss Donald and maybe we can all learn a lesson from his passing: don't take life too seriously because it can end in an instant, and it is real easy to lend a smile to someone who needs it - Donald always did.

My prayers are with Donald's fiancée Shannon and his mother. I wish there were more people like Donald in this world, people who are easy going and willing to lend a smile. Donald, I'm going to miss those ham sandwiches we shared when we were dirt biking together, and I'm going to miss you.

Your friend and teammate.

Thomas Stevens
Sanibel, FL

Liking Swink

I just wanted to share with everyone what a nice guy Brian Swink is. I had a bad crash early this season racing motocross in the 80cc A 12-15 class. My injuries were very serious and from a good friend of ours Brian received a letter about me.

Like any other 15-year-old who races, you one day think about being a professional racer and look up to the guys who are. Brian has always taken the time to talk with me when he's practicing and at the Pro races. One morning he called me at home and I was so excited I didn't know what to say first.

I should have said that my crash wasn't baby s*&% like he said his was in the Pontiac SX, but I couldn't think fast enough. Then a couple of days later he sent me a jersey in the mail. I love it and I love bragging to my friends about it.

Brian, if you read this I want to say thanks and tell you that you're awesome and the can-can rules.

Shane Carlton
Owosso, MI

Stump thanks

Dirt track fans are the greatest. We would like to say a special thanks to all of you for your support and help for Scott Stump.

Scott was involved in an accident at the Springfield Mile in which he suffered a compound fracture of the right femur, a broken pelvis, a broken right wrist and six broken vertebra in his back. He is currently wearing a halo for the back and neck injuries, but considering everything he is doing well.

We are in the process of putting together a raffle to raise money to help his wife and child make it through the long rehabilitation period. We would hope for everyone's support in this effort. We want to thank Steve Morehead and the rest of the riders for their efforts at the Dayton, Ohio, race. Your help is greatly appreciated.

Scott has taken a few steps in his recovery and has been transferred into the rehab center to help further his recovery. We welcome any and all of you to call or stop by. As we all know, keeping up one's spirit will greatly enhance their recovery. Thanks for your support.

Bob Stump
Marion, OH

Stump was injured during the Harley-Davidson 883 National at the Springfield Mile on May 28. His addresses are as follows: Marion Med Center, 1050 Delaware Ave., Room 201, Marion, OH 43302, 614/383-8000, and 1195 Brookpark Rd., Marion, OH 43302, 614/389-1623...Editor.

Cry Babies

In response to "Voices" (Issue #25, June 28), the heading "Differing Opinions" should have read "Cry Babies" - because everyone, with the exception of Meeks, had the same spoiled rotten, I-want-my-way-or-else attitude.

I applaud the actions of the men who had enough "intestinal fortitude" to walk away from a dangerous situation. This is a sport, not a war.

Too bad Mike LaRocco was out injured. I'm sure he would have been happy to agree to walk out with the rest of the men and then cowardly sneak back to the starting line with the other losers.

Kenny Brown
Gonzales, LA

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INSIDE
Issue #27, July 12, 1995

FEATURES

DIRT TRACK
Du Quoin Mile 4

MOTOCROSS
Red Budd National 8
Mammoth Mountain MX 12
Belgian 250cc Grand Prix 20

TRIALS
Spanish, French World Trials 16

WORLD SUPERBIKE PREVIEW SECTION
Coming to America 22
Colin Edwards speaks 26
A chat with Aaron Slight 28
Troy Corser tells all 30

ENDURO
Trask Mountain ISDE Qualifier 32

VINTAGE
Ventura vintage weekend 34

DEPARTMENTS

EVENTS 36
RESULTS 49
CALENDAR 50
WANT ADS 56
LEADERBOARD 71
TEARDOWN 72
LOOKING BACK 72

ON THE FRONT COVER

The World Superbike Championship is coming to America. The world's best superbike racers will invade Laguna Seca Raceway for round seven of the series. Photos by Gold & Goose.

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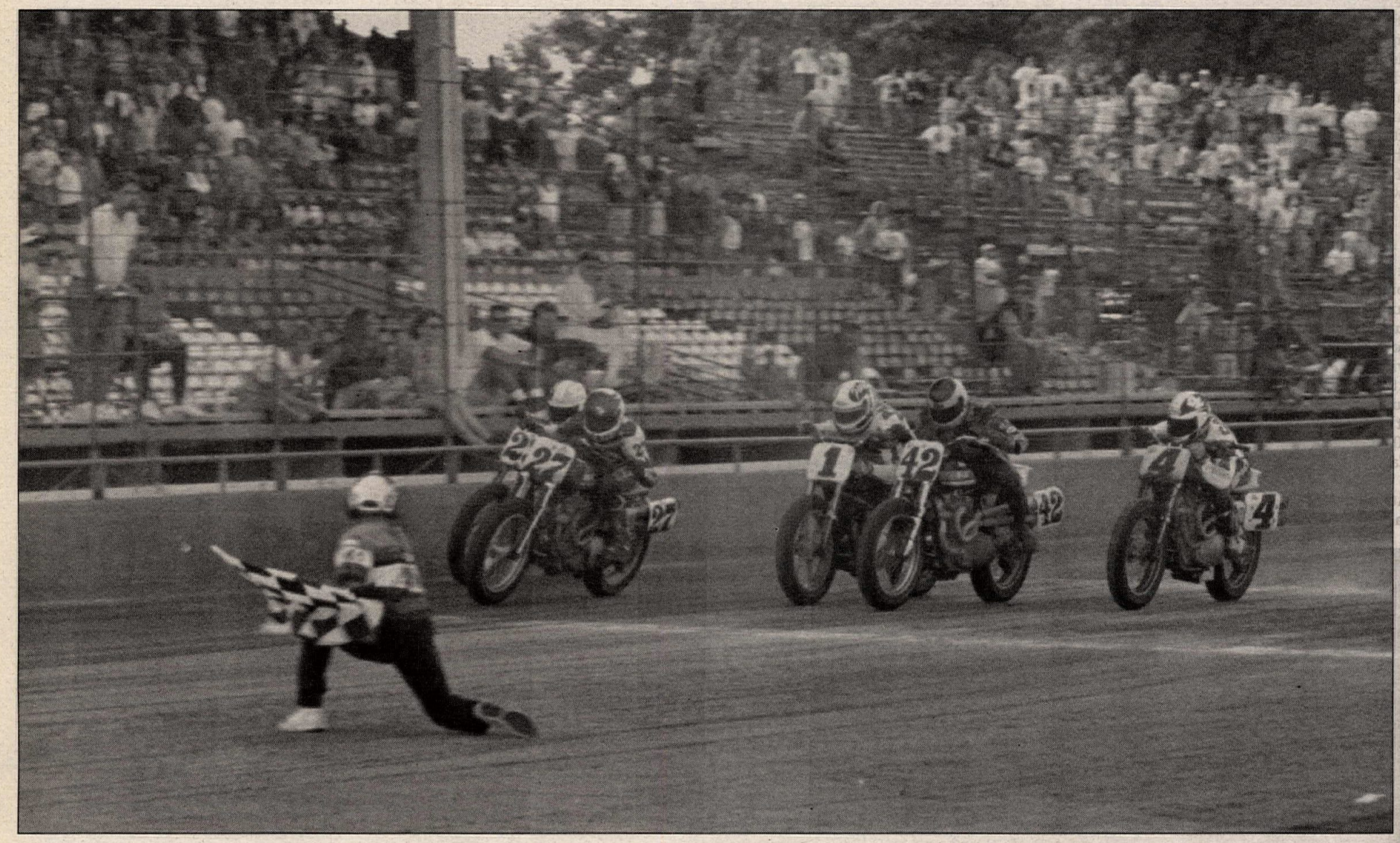
Round 8: Du Quoin State Fairgrounds

Camlin...clear as mud



By Scott Rousseau
Photos by Bert Shepard and Flat Trak Fotos

DU QUOIN, IL, JULY 2

About all that was clear at the finish of the "Magic Mile" at the Du Quoin State Fairgrounds was that defending event champion Davey Camlin had been able to recapture the magic and score a dramatic repeat victory before an estimated 7000 fans.

But what was most unclear was exactly who had laid claim to the place and show positions, as no less than four riders - Scott Parker, Steve Morehead, Kevin Atherton and Chris Carr crossed the finish line right with Camlin.

The events after the finish only served to compound a terrible day on the mile which was marred by the death of Rodney Farris, 32, of Winchester, Virginia. The popular Winchester Harley-Davidson-backed veteran privateer suffered a horrific crash on lap 18 of the 25-lap Grand National main event while running in the lead draft when he appeared to hit a rut in between turns three and four on the otherwise smooth, wide and ultra-fast racing surface. Witnesses said that Farris' Harley-Davidson XR750 clipped the hay bales, and he was sent head first into the guardrail before bouncing back into the racing line where he was subsequently struck in the head and neck by Washington rider Joe Kopp. Paramedics stationed in turn four were on the scene immediately, and Farris was rushed from the track and airlifted to the trauma center at University Hospital in St. Louis, Missouri, with multiple serious injuries including massive head injuries. Farris remained on life support through the night, but the equipment was removed the next morning, and Farris was pronounced dead at 11:57 a.m. on July 3.

Unaware of Farris' condition, Camlin reveled in his repeat victory, which appeared to be as sweet as the first, perhaps sweeter considering that the Wiebler's Harley-Davidson/Brenny's/Bell/H.O.G./Indian M/C Supply/Quick Roofing/Eaken Racing/Bootleggers-sponsored journeyman racer, in his first race back from injuries suffered at the Peoria 600cc National TT on June 11, appeared to be out of the hunt four laps from the checkered flag. But a late-race hitching with Steve Morehead propelled both riders past third-placed Rich King and right up to the rear wheels of leader Scott Parker and second-placed Kevin Atherton. From there, Camlin retook control of his own destiny, coming off the last corner third in a five-rider pack before pulling clear of Atherton, Parker, Morehead and Carr for the victory. So close was the finish and so stunning the victory that Camlin himself wasn't even sure how or if he'd managed to pull it off.

"I don't know, I really don't," Camlin said. "I'll tell you, when I got hurt at Peoria, I really asked myself whether I wanted to keep going. It hit me two weeks ago that I really wanted this. This win means as much or more than the first one did."

Finishing second was, well, Steve Morehead. At least that's who the AMA officials awarded the position to. But there would be no champagne shower or victory circle interview for the KK Supply/F&S Harley-Davidson/Shepherd/Dragoo/Bell/Wilson/Motion Pro/Pro Plates/Storr-supported veteran, as his position on the rostrum was taken up by Atherton, to whom scorekeepers at the finish line awarded second place in the mad dash to the finish (see box). Like Camlin, The Findlay Flyer's bid for a top-three finish appeared to be in the tank by lap 21, but the gritty Morehead put on a charge that saw him pass King and Carr to link up with Camlin. Once the two riders leapfrogged their way into contention, Morehead and Camlin divorced, and the Ohioan appeared to be right where he wanted to be coming off the last corner. When officials told Morehead that he had crossed the line in fourth place behind Parker, Morehead was in disbelief.

"There ain't no way Parker beat me," Morehead said. "How can he beat me when he locked handlebars with me when he was trying to pass me?"

But while Morehead was displeased with the call, he was pleased by his performance.

"What a battle, huh?" Morehead said. "We didn't look too good earlier, but we just worked on it all day long, and it came around in the main event."

Reigning Grand National Champion Parker finished third, was awarded third, and after all the post-race controversy, remained third to retain the series points lead by 18 points over the resurgent Morehead, 95-77. But the five-time champ may have had more reason to be disappointed than anyone as he had pulled out a semi-comfortable lead and appeared to have the victory all but wrapped up when the Farris accident halted the race. On the restart, Parker again sped to the front with Atherton in tow. The former factory Harley-Davidson teammates intended to keep the battle for the win all to themselves, and it was Parker who led the battalion off the final turn, but then came Camlin. When it was over, the Harley-Davidson, Inc./Bell/H.O.G./Yeti/D's/Reed Randle Ford/AFAM-sponsored Parker was said to have finished a hair's width behind Atherton, but he too would later be embroiled in the finish-line controversy.

"I thought we had everyone covered, but I screwed up on the last lap," Parker said. "I don't know if it was stupidity or brain fade. I just took'n made a mistake. When we got to the start/finish line, they were coming from all directions."

And as far as the directions from which they all came, Parker's factory teammate Carr joined the final-lap fracas from the furthest south, threading his way into the dogfight after an out-of-character 10th-place start. But the scrappy 28-year-old Californian, who continues to divide his time between his

Kenny Tolbert-tuned XR750 and the factory Harley-Davidson VR1000 road racer, refused to throw in the towel. After running as far adrift as 12th place in the main, Carr cracked the whip and flogged his way into fifth place by lap 18. On the single-file restart, he maintained his position but would fare no better, hovering between fourth and fifth before placing fifth in the finish-line showdown. Like Morehead, Carr disputed his finish, and he was the one who got the finish review rolling by filing an official results inquiry one minute into the half-hour countdown after which the results are deemed final. The countdown was frozen while AMA officials reviewed the tape, and the switch was on.

HEATS

Dave Durelle grabbed the initial lead at the start of the first 10-lap with Atherton second and Carr third, but Atherton quickly powered into second place off turn two. Atherton then streaked by both riders and started to pull away with authority immediately thereafter. Atherton remained in complete control, building a two-second margin of victory at the finish. Durelle was second some 20 lengths ahead of a not-yet-dialed-in Carr.

"The bike's working really good," Atherton said. "Of course, I had a fresh race track, but the bike's running real strong. It's just kind of up in the air what kind of gear we'll run in the main event."

Heat two featured a tight go among three top privateers: Camlin, King and Farris. The Garvis Honda-supported King had the start wired and led the first two laps over Suburban Harley-Davidson's Jim Sumner and Camlin, but Farris proved to have both the power and the gumption to pull off double-draft passes virtually at will aboard his Eddie Adkins-tuned XR750. Off the last corner, third place would turn out to be the hot ticket, and that's where Farris sat before pulling off an amazing double draft to win the heat by only an inch or two at the finish.

"We got lucky," Farris said. "I was having trouble drafting past Davey by myself, and I didn't know whether or not it would be better to be in second or third comin' off the last corner, but it worked out because I was able to double draft them guys. I didn't think I did it, but they told me I won it."

The action in heat three was intense for seven of the 10 laps as no less than five riders had a clear shot at the win. Modesto Harley-Davidson's Matt Wait appeared to be the most spectacular of the bunch as he practically threw his machine into the turns while keeping pace with the leaders, but that same tactic bit the excitable youngster in turns three and four as he slid down on the groove, collecting Moroney's Harley-Davidson-backed Jason Fletcher in the process and causing a red flag. On the restart, Parker checked out for the remaining three laps while Loral Lake Racing's Ronnie Jones held off a regrouped Mike Hacker for second.

"After that red flag I got a good start and the race was over - two quick laps," Parker said. "Those were my two fastest laps in the heat race."

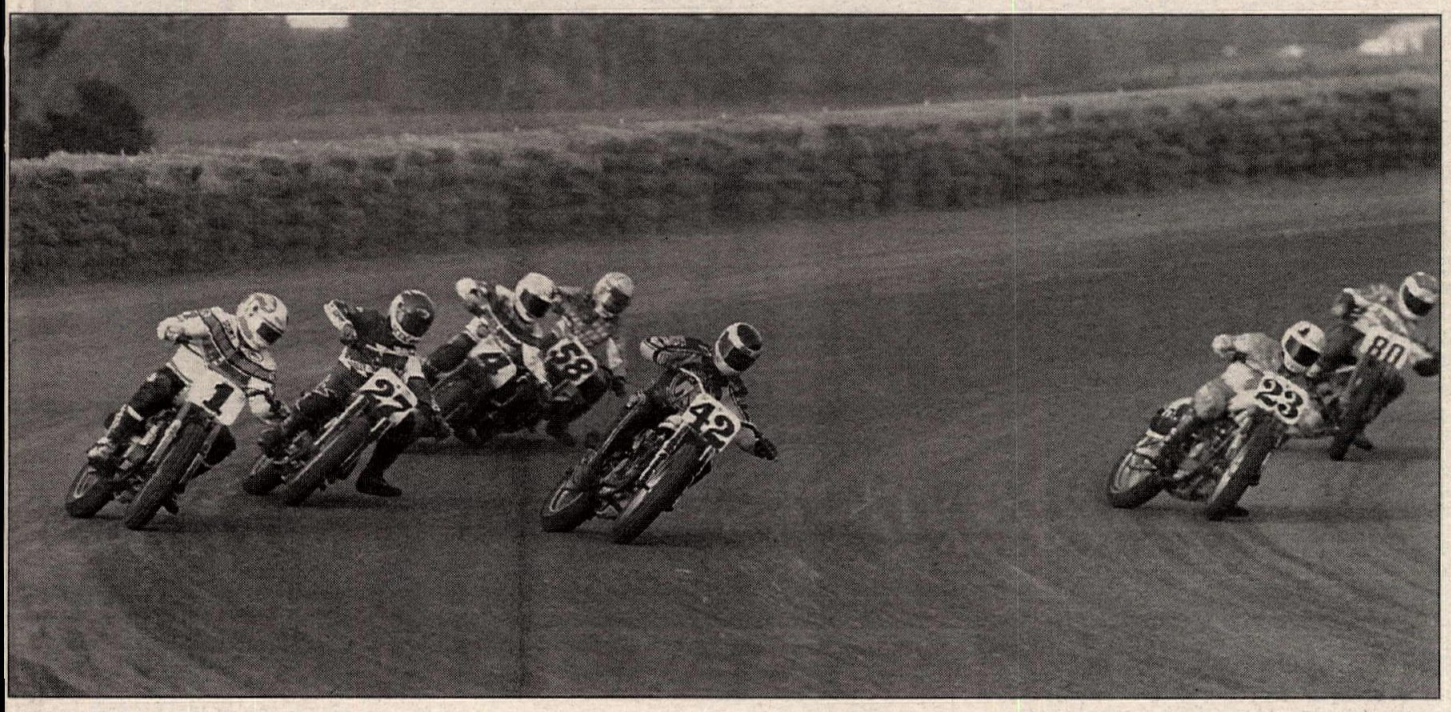
Eaken Racing's Larry Pegram closed out the final heat with a win after another tight, three-rider war with Bartels'-backed Jay Springsteen and Surburban Harley-Davidson-sponsored Bret Beyer, who led the first lap before Pegram drafted his way to the point position down the back straight. On the last lap, the three riders pulled of turn four and fanned out across the track, with the veteran "Springer" surprisingly being the odd man out at the line while Pegram flashed to victory over Beyer.

"That wasn't too bad," Pegram said. "We'll have to try and stay up in front during the main event, and hopefully we'll be in second place on the last lap. That's where you gotta be."

SEMIS

With the increased competition that the Du Quoin track showcased, several of the top stars had to earn their way into the field via the three semis.

A steady-riding Sumner led Carr and TCR Racing's Dan Butler - second a week ago at the Lima Half Mile - into the main event through the first semi while King, Donally Logging-backed Joe Kopp and USC Racing's Kevin Varnes earned main-event tickets in the second semi. Friendly combatants Davis and Morehead advanced through the third semi as did Moroney's Harley-Davidson's emerging young mile ace, 18-year-old Mike Hacker, whose third-place finish snatched the last spot in the main event from Springsteen.



(Opposite page) Photo finish! Davey Camlin (27) came from out of nowhere to post a second-straight win at the Du Quoin Mile over Steve Morehead (42), Scott Parker (1), Kevin Atherton (23, partially hidden) and Chris Carr (4). (Right) Camlin's win at the "Magic Mile" marked his second career Grand National victory. (Below) Morehead (42) and Camlin pulled each other into contention with Parker (1) and Atherton (23) late in the main event. Then it was every man for himself.

HARLEY-DAVIDSON 883cc NATIONAL

The 16-rider Harley-Davidson 883cc National proved to be no less exciting than its Grand National counterpart would as no less than five riders had a chance at glory off the final turn. From the start, Lance Jones looked strong as he prodded his bright orange Team Saddlemen/Flanders-backed machine into the lead. But Jones' lock on the lead was short-lived as local boy James Hart slipped his Dale's Harley-Davidson-backed entry into the lead while the pack loped into turn one on lap three. Down the front straight, both Springsteen and Hacker were right in the hunt, with the three-time Grand National Champion looking to avenge the sting of being shut out in the Grand National by continuing his win streak on the Sportsters. It was not to be.

Though 13 riders remained on the lead pace, the race would come down to those four riders. As the battle raged on, Jones led laps four and five while Hacker controlled lap six and Springsteen laps seven through nine. Jones resurfaced to control laps 10 and 11, but the field appeared to bunch again on the last lap, and a four-man shootout was in the offing. The quartet appeared to hit the line evenly when the checkered flag fell, and it took several minutes for the AMA scorekeepers to make the call. The Dale's H-D/Motion Pro/Bell/Donelson's Cycle/Hart Racing/Hickman Racing-backed Hart was awarded the win over Hacker and Jones.

GRAND NATIONAL

Atherton's win in the fastest heat afforded him the first pick on the line for the 17-rider main event, and the 24-year-old chose the outside pole. To his left, toward the rail, Farris, Pegram, Parker, Camlin and Durelle rounded out the front row.

Atherton rocketed off the line when the light turned green with Morehead on the move around the outside in turn one as the pack sorted itself out on the opening lap. The senior rider on the circuit then maintained his head of steam to lead lap two with Farris in second before Atherton sneaked back by both riders to lead the next two laps.

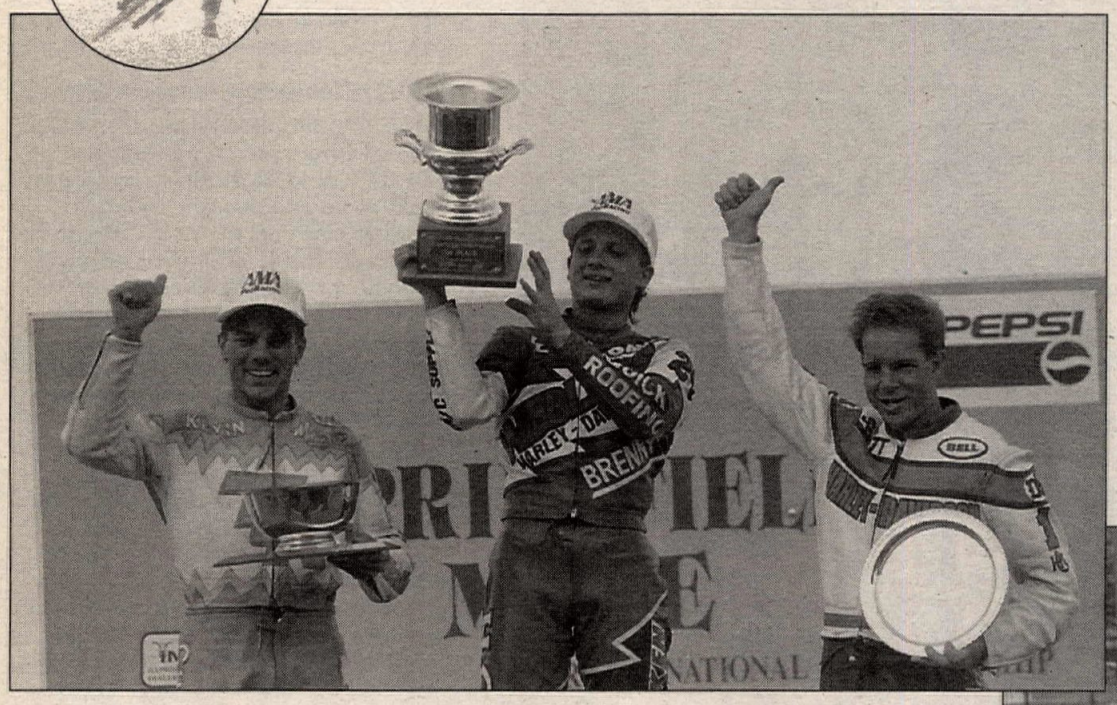
Parker then pulled out of the pack to run up front on laps five and six while Farris, Camlin, Atherton and Pegram shuffled positions like a deck of cards each lap down the back stretch. Laps seven through nine belonged to Atherton while Camlin, Farris, Morehead, King and Durelle waged war behind him. Of the 17 riders, only two - Varnes and Hacker - had dropped off the lead pace by lap 10.

"We were back there practicing our drafting technique," Hacker said. "We're still learning this mile stuff. We kept waving each to other to get in line, and it seemed to be working. I think we were catching back up."

Up front, the turbulence continued for two more laps with Parker now beginning to stand out a little as the leaders roared around on the outermost edge of the groove. By contrast, King was somehow managing to find success around the very bottom of the race track, maintaining just enough traction and momentum off the turns to remain in fourth place on lap 15.

Parker stepped up the pace on lap 16. He put a little daylight between his back fender and the chase group, and he was clearly beginning to carve out an advantage. The order behind Parker continued to churn as Morehead had jetted up to

Round 8: Du Quoin State Fairgrounds



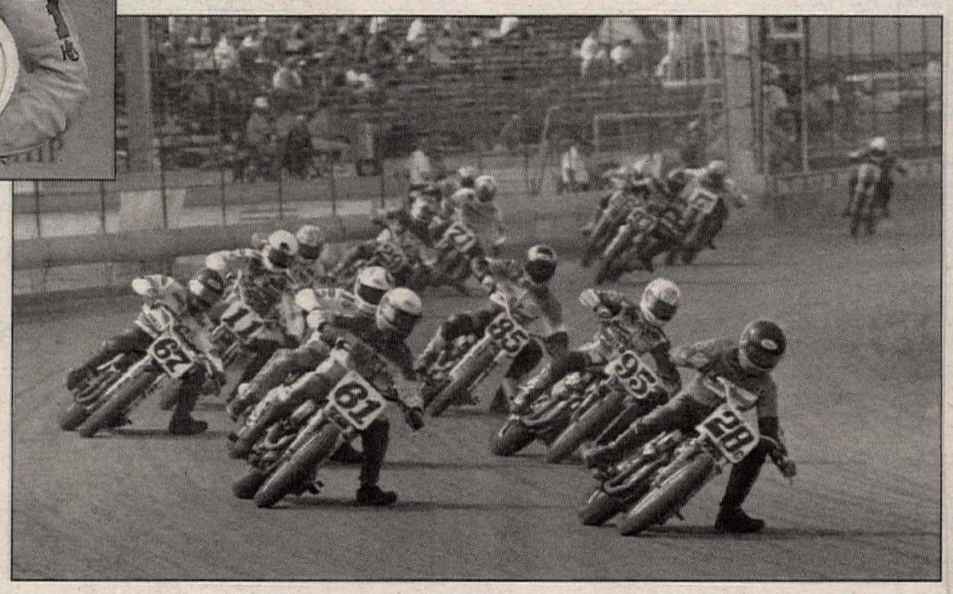
(Left) After being credited with second place, Atherton (left) joined Camlin (center) and Parker (right) on the podium. AMA officials later awarded second place to Morehead and dropped Atherton to fourth. (Below) James Hart (61) diced with Lance Jones (28C) and Mike Hacker (67) in yet another close finish during the Harley-Davidson 883cc main event. Hart was awarded the decision.

AMA GRAND NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS (After 8 of 24 rounds): 1. Scott Parker (95/3 wins); 2. Steve Morehead (77/1); 3. Rich King (73); 4. Jay Springsteen (68/1); 5. Chris Carr (63/1); 6. (TIE) Kevin Atherton/Will Davis (62); 8. Ronnie Jones (54); 9. (TIE) Rodney Farris/Kevin Varnes (34); 11. Davey Camlin (29/1); 12. Brett Landes (28/1); 13. Steve Beattie (26); 14. Terry Poovey (24); 15. Mike Hacker (23); 16. Dan Butler (22); 17. (TIE) Larry Pegram/Georgie Price IV/George Roeder II (20); 20. Willie McCoy (19).

HARLEY-DAVIDSON 883 NATIONAL (12 laps, 17 riders): 1. James Hart; 2. Mike Hacker; 3. Lance Jones; 4. Jay Springsteen; 5. Doug Beattie; 6. Georgie Price IV; 7. Dale Jenneman Sr.; 8. Matt Wait; 9. Jim Sumner; 10. Ben Bostrom; 11. Jess Roeder; 12. Keith Jacobsen; 13. Al Eadie; 14. Donald Paul; 15. Robert Miller; 16. Bret Beyer; 17. Jason Fletcher.

Time: 7 min., 39.62 sec.

HARLEY-DAVIDSON 883 NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS: 1. Jay Sprinsgteen (101/4 wins); 2. Mike Hacker (80); 3. Georgie Price IV (56); 4. James Hart (44/1); 5. Jason Fletcher (43); 6. Nate Wait (40); 7. Matt Wait (37/1); 8. Doug Beattie (37); 9. Dale Jenneman (23); 10. Lance Jones (20).



second ahead of King. Farris was still right there in third, looking as strong as he had all year long, when tragedy struck on lap 18.

After a lengthy delay the riders lined up for a single-file restart, and a six-lap scramble to the finish. From there, Parker once again set off in pursuit of the checkered flag, but Atherton wasn't going to let his fellow Michigan Mafioso go at it alone, and he tagged along for the ride.

Camlin looked hopelessly lost as he worked his way into fifth place then to third. Parker and Atherton were down the road, and it looked like there would be no magic on the "Magic Mile" for Camlin on this day until along came Morehead.

"I could get through one and two, but I couldn't get through three and four. Morehead started pointing at me to follow him down the back straight, but he wasn't pointing at me to follow him down the front straight, so I led him there."

Between the two of them, Camlin and Morehead ran down the fleeing Parker and Atherton, much to Atherton's surprise.

"I thought Scott and I got away," Atherton said. "I looked back a few times and I could see that we had a huge lead on those guys. Then, on the white-flag lap, there come Camlin and Morehead."

Carr had also caught up, and after 25 grueling miles, as the five riders thundered off the final turn, it was still anybody's race. Camlin was third off the bend as he went to the wall, and when the pack spread out, it proved to be a good move; Camlin eeked out a small lead, but a clear one, and the Du Quoin Mile was his once again.

"This feels great," Camlin said. "I want to give thanks to the good Lord. Without him I couldn't do this."

And with that, it was all over but the shouting. But the shouting wasn't over. Carr said that he felt certain he'd done better than he'd been given credit for, as did Morehead.

"I don't care whether it's one position or two," Carr said. "With as many races as I'm missing, the points matter that much more."

In order to settle the matter, AMA referee Bruce Bober viewed a replay of the finish that was shot by Diamond P Sports for its upcoming telecasts of the Grand National Championship Series. Based upon what Bober saw, the results were changed. The net result was that Morehead was moved from fourth to second and Atherton from second to fourth. Parker and Carr's results were unchanged.

"I don't know why they didn't have a finish-line camera," Morehead said. "And that crap about theirs being broke just don't fly in professional racing."

One thing that all the racers did agree on, however, was that Camlin clearly won the event, and that's all that mattered to the 25-year-old from Rock Island, Illinois, who couldn't take all of the credit for the repeat win.

"I owe Steve Morehead for this one," Camlin said.

Rest assured that Morehead will be looking to collect at the Lake Odessa Half Mile on July 8.

Du Quoin Mile
Du Quoin State Fairgrounds
Results: July 2, 1995

HEAT 1 (10 laps; 12 riders, top 2 transfer): 1. Kevin Atherton (H-D); 2. Davey Durelle (H-D); 3. Chris Carr (H-D); 4. Brett Landes (Hon); 5. George Roeder II (H-D); 6. Georgie Price IV (H-D); 7. Allon McBee (H-D); 8. Mike Varnes (H-D); 9. Geoff Clark (H-D); 10. Devon Pritchard (H-D); 11. David Lloyd (Hon); 12. Rob Gette (H-D).
Time: 5 min., 56.27 sec.

HEAT 2 (10 laps; 12 riders, top 2 transfer): 1. Rodney Farris (H-D); 2. Davey Camlin (H-D); 3. Rich King (Hon); 4. Jim Sumner (H-D); 5. Steve Morehead (H-D); 6. Kevin Varnes (Hon); 7. Dale Jenneman Sr. (H-D); 8. Paul Morgan III (H-D); 9. Harold Dorsey Jr. (Hon); 10. Lance Jones (H-D); 11. Chris Evans (Hon); 12. Recil Hart (H-D).
Time: 5 min., 58.81 sec.

HEAT 3 (10 laps; 12 riders, top 2 transfer): 1. Scott Parker (H-D); 2. Ronnie Jones (Hon); 3. Mike Hacker (H-D); 4. Rusty Rogers (H-D); 5. Steve Beattie (H-D); 6. Ted Taylor (H-D); 7. Ben Bostrom (H-D); 8. Jeff Dietz (H-D); 9. Will Davis (Hon); 10. Don Estep (H-D); 11. Jason Fletcher (H-D); 12. Matt Wait (H-D).
Time: No time due to restart.

HEAT 4 (10 laps; 12 riders, top 2 transfer): 1. Larry Pegram (H-D); 2. Bret Beyer (H-D); 3. Jay Sprinsgteen (H-D); 4. Dan Butler (H-D); 5. Joe Kopp (H-D); 6. Chance Darling (H-D); 7. Terry Poovey (Hon); 8. James Hart (H-D); 9. Willie McCoy (H-D); 10. Aaron Hill (H-D); 11. Ken Mohler (H-D); 12. Eric Bostrom (H-D).
Time: 6 min., 4.67 sec.

SEMI 1 (8 laps; 13 riders, top 3 transfer): 1. Jim Sumner (H-D); 2. Chris Carr (H-D); 3. Dan Butler (H-D); 4. Terry Poovey (Hon); 5. Steve Beattie (H-D); 6. Dale Jenneman Sr. (H-D); 7. Geoff Clark (H-D); 8. Aaron Hill (H-D); 9. Georgie Price IV (H-D); 10. Jeff Dietz (H-D); 11. Lance Jones (H-D); 12. Rob Gette (H-D); 13. Jason Fletcher (H-D).
Time: 4 min., 53.16 sec.

SEMI 2 (8 laps; 13 riders, top 3 transfer): 1. Rich King (Hon); 2. Joe Kopp (H-D); 3. Kevin Varnes (Hon); 4. Rusty Rogers (H-D); 5. Brett Landes (Hon); 6. James Hart (H-D); 7. Harold Dorsey Jr. (Hon); 8. Ben Bostrom (H-D); 9. Allon McBee (H-D); 10. Devon Pritchard (H-D); 11. Ken Mohler (H-D); 12. Recil Hart (H-D); 13. Don Estep (H-D).
Time: 4 min., 52.55 sec.

SEMI 3 (8 laps; 14 riders, top 3 transfer): 1. Will Davis (Hon); 2. Steve Morehead (H-D); 3. Mike Hacker (H-D); 4. Jay Springsteen (H-D); 5. George Roeder II (H-D); 6. Chance Darling (H-D); 7. Willie McCoy (H-D); 8. Ted Taylor (H-D); 9. Mike Varnes (H-D); 10. Chris Evans (Hon); 11. Eric Bostrom (H-D); 12. David Lloyd (Hon); 13. Paul Morgan III (H-D); 14. Matt Wait (H-D).
Time: 4 min., 54.37 sec.

GRAND NATIONAL (25 laps, 17 riders): 1. Davey Camlin (H-D); 2. Steve Morehead (H-D); 3. Scott Parker (H-D); 4. Kevin Atherton (H-D); 5. Chris Carr (H-D); 6. Davey Durelle (H-D); 7. Rich King (Hon); 8. Larry Pegram (H-D); 9. Mike Hacker (H-D); 10. Ronnie Jones (Hon); 11. Dan Butler (H-D); 12. Bret Beyer (H-D); 13. Joe Kopp (H-D); 14. Will Davis (Hon); 15. Kevin Varnes (Hon); 16. Jim Sumner (H-D); 17. Rodney Farris (H-D).
Time: No time due to restart.

Briefly...

Dave Camlin picked up some much-needed cash for winning the Du Quoin Mile. Camlin made off with $5400 from the purse, $3200 from Harley-Davidson and $300 from Bell Helmets for a total of $8900.

The **Rodney Farris** accident was just one of several bad crashes on the particularly cruel Du Quoin Mile during the course of the event. Texas privateer **Ty Howard** was the first crasher of the day, going down between turns one and two in one of the early practice sessions and leaving the race track with a possibly broken ankle and a broken heel. Jay Springsteen's traveling partner **Jeff Eklund** was lucky to survive a bad get-off down the back straight off turn two. After apparently bumping with Aaron Hill, Eklund was flung into the guardrail while his motorcycle flipped wildly down the track. He was taken by ambulance to Memorial Hospital where he was stabilized and then airlifted to Barnes Hospital in St. Louis Missouri. Eklund was reportedly diagnosed with a fractures to the right upper arm, right femur, pelvis and right ankle as well as a possibly bruised lung. **Jason Fletcher** didn't fare as badly in his accident with **Matt Wait**, but the fall was serious enough for the recently returned Moroney's H-D-backed rider to call it a day.

All the racing accidents overshadowed some otherwise happy returns for several of the Grand National competitors. **Davey Camlin**, **Randy Texter**, and **Brett Landes** were all back in action at Du Quoin for the first time since suffering injuries earlier in the season. Obviously, Camlin made the best comeback.

The ongoing **Ken Coolbeth Jr./Gardner Racing** dispute took another turn at Du Quoin as the 18-year-old New Englander was served with a temporary restraining order which kept him from competing aboard his Lancaster Harley-Davidson-backed XR. "They (Gardner) signed a waiver-type thing for me not to ride here," Coolbeth said. "It's just for Illinois, I guess. It sucks, but I just have to keep my head straight and go to Michigan. Hopefully I can ride there."

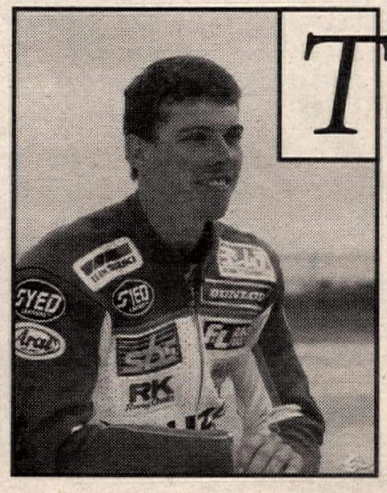
On the current situation, **Steve Gardner** replied, "My main thing is that I just want the Coolbeths to face up to it (the breach of contract). Then I want it to go away. I certainly don't want to do anything that's detrimental to this sport." Gardner also said that the team was happy to have **Aaron Hill** aboard its Gardner Racing/Walters Bros. Harley-Davidson-sponsored machinery at Du Quoin. "I think Aaron's going to get it together, and I think we're going to have a fun time," Gardner said.

Eaken Racing teammates **Davey Camlin** and **Larry Pegram** got in a little pre-race PR for the Grand National Championship Series when the duo appeared at Martin's Foods in Carbondale, Illinois, on the Saturday before the Du Quoin Mile. The riders autographed posters and conducted live radio interviews for the FM 101.5 rock station as well. "It was a press thing," Pegram said. "We got paid."

According to **Will Davis** the R&R Racing Team showed up at Du Quoin sporting a distinct difference in their program after its tough day at the Lima Half Mile. "We're madder than we were last week," Davis said. "I take full responsibility for what happened (Davis failed to qualify for the main event). I just didn't do my job."

Who could tell?: **Jay Springsteen** blew up his number-one 883 in practice and was forced onto a backup machine belonging to fellow Bartels' riders **Ben and Eric Bostrom**. "This is one of their road racers," Springsteen said. Springer "road raced" the Bostrom machine to fourth place in the Harley-Davidson 883cc National.

We erred in our coverage of the Springfield Mile when we reported that **Larry Pegram** rode a heat race aboard one of Steve Morehead's F&S Harley-Davidsons before switching to one of Tom Cummings' TCR Racing Harley-Davidsons for the rest of the event, which would have been a violation of AMA rules. Pegram's crew did set up a Morehead bike for him to ride, but Morehead reclaimed the machine just *before* the heat races. Pegram rode the entire event and finished third in the main aboard a TCR Racing Harley-Davidson.



TO say that Donald Jacks died before his time would be an understatement. He was a true competitor, a champion already, with nothing but good things to come in his life. To say he will be missed, terribly missed by those who loved him, would be to state a simple truth. Whenever someone who lives without fear dies, it is a great loss for those he leaves behind. So what is left to say that we don't already feel immediately in our hearts? Let us pledge that we will remember him and think about him and keep him alive and with us always in that way. Because Donald Jacks is worth remembering. And because then we won't have to say good-bye.

DONALD JACKS
1970 - 1995

–American Suzuki Motor Corporation–

Round 6: Red Bud Track-N-Trail

Simply RED again

By Davey Coombs

BUCHANAN, MI, JULY 2

For the second time this year Honda's Jeremy McGrath and Steve Lamson were able to give their Red Riders team a double win in the AMA 250/125cc National MX Championship Series. Team Honda/1-800-Collect/Fox's McGrath was the 250cc class winner while Lamson topped the 125cc class at Red Bud Track-N-Trail near Buchanan, Michigan. Sunday's win was the third of the year for both riders and gave each momentum in their parallel pursuits of a first-ever outdoor National title.

McGrath, three-time Supercross Champion, continued to frustrate his thinning corps of outdoor skeptics by putting together a fine 1-2 performance to extend his current 250cc series points lead. Yamaha's Jeff Emig fought bitterly with McGrath throughout the afternoon in the hopes of extending his personal Red Bud winning streak to four consecutive years, all three of those previous wins coming in the 125cc class. Emig finished within a few bike lengths of McGrath in the first moto but with local-talent-turned-superstar Mike LaRocco sandwiched between himself and the Honda. In the second race Emig grabbed the holeshot and then held off a 35-minute-long assault by McGrath to take the moto win by just a few feet. However, Emig's 3-1 was not enough to out-point McGrath in the final results.

Team Suzuki's Greg Albertyn matched his season-best finish with third overall, while Yamaha's resurgent talent Damon Bradshaw was a solid fourth on the day.

In the 125cc class McGrath's fellow Californian and Honda/1-800-Collect/Fox teammate Steve Lamson kept up his own hot streak by scoring his third consecutive overall win. The 24-year-old Lamson reeled off two mistake-free motos for the overall win. In the process Lamson continued to make huge strides toward getting back into the National Championship hunt after missing three of the first four motos of the series with various problems.

Finishing second overall on the day was 18-year-old Kawasaki factory pilot Robbie Reynard, whose 2-2 performance marked his first competitive outing since he won the series opener in Florida back in March. Rounding out the top five overall were Team SplitFire/Pro Circuit/Kawasaki's Ryan Hughes, who carded 5-4 finishes, Honda of Troy's contender Mike Brown, and Team Suzuki's Damon Huffman.

Huffman started and ended the day as the 125cc series points leader, but in the middle of the afternoon he fell to third in the standings between teammate Tim Ferry and Brown. After struggling to eighth in the first race, Huffman lost his lead to third- and fourth-place finishers Ferry and Brown, who started the day tied five points behind Huffman. But a third-place finish in the second moto allowed Huffman to recover the lead he's held since the second round of the series. Ironically, neither Huffman nor Brown, now first and second in the standings at the halfway mark, respectively, have been able to secure an overall win. Huffman now leads the super-competitive class with 223 points, followed by Brown (219), Ferry (218), Hughes (210) and Frenchman Mickael Pichon (204). And on the heels of their fine Red Bud showings, Lamson and Reynard are both back in the title picture. Lamson picked up 17 points on Huffman and now has a total of 202 points; Reynard has amassed 200.

"I feel a lot better now about the title," said Lamson. "I went from 61 down to about 40 and now 21. I'm liking that, for sure!"

In the 250 class McGrath continues to lead Emig, having added two points to his lead at Red Bud to make it a season-high gap of 13 points, 255-244. Four-time National Champion Mike Kiedrowski is third with 195 after suffering through another off-day in Michigan. Albertyn (189) and Yamaha's John Dowd (171) fill out the top five in the standings as the series begins its second half.

"I didn't expect to be in the points lead when the series started but once I started riding good I felt like I could maintain my lead," said McGrath of the series to date. "Now it looks like Emig and me, and I think it's going to go down to the wire. I'm prepared to fight for this. Jeff is the guy to worry about but I'm not just thinking about Jeff. I'm thinking about every moto, every point. What's really going to make things interesting is if it rains. I know he's a great mud rider and I know I'm not the best, so we'll see what happens."

"I'm not really racing McGrath, I'm just racing myself," said Emig of his strategy in the title chase. "If I just keep riding for the win and not the title I'll have my best chance of winning. I just need to win some motos to catch him in the points. I've upped my training because I've got two months, just two months, to focus on. It's time to give it 150 percent. It definitely took a bite out of me that first moto. This track is one of

(Right) Steve Lamson made it a Team Honda/1-800-Collect sweep by winning the 125cc National with a perfect 1-1 day. (Below) Supercross champ Jeremy McGrath (3) leads rival Jeff Emig (6) through the first turn in the first 250cc National at Red Bud. McGrath went on to win the moto as well as the overall victory with 1-2 moto finishes. Emig went 3-1 for runner-up honors.

those places where I should just win. Period."

Now 22 years old, the MSR-backed Red Bud Nationals have long been considered one of the premier stops of the AMA National Championship Series. The Gene Ritchie-organized event attracted a huge audience of approximately 15,000 fans on a bright and sunny day, along with nearly 200 professional and Pro-Am competitors. The course itself offered a crowd-pleasing mix of stadium obstacles strewn across an old-school motocross track.

250cc NATIONAL

McGrath mastered the start of the first 250cc moto and blasted through the first few corners at high speed. LaRocco, from nearby South Bend, Indiana, was second ahead of the Yamaha trio of Jeff Emig, John Dowd and Damon Bradshaw, then Kawasaki teammate Kiedrowski. LaRocco stayed close to the leader's roost but could not make any early passes. However, LaRocco himself was zapped by Emig on the third lap but within a few laps he was back in second. Together, LaRocco and Emig would chase down McGrath and enter into a spectacular late-race brawl that had the fans cheering their every move.

Bradshaw overtook Dowd but lost sight of the leading trio and settled for fourth. Still, Bradshaw was cheered by the Red Bud faithful, and fourth was his highest finish since returning from his 20-month hiatus. He finished just a few bike lengths clear of three-time World champ Greg Albertyn, who was in recovery from a so-so start.

McGrath's breathing room was gone by the time he passed the official's board signaling two laps to go. For the last five minutes of the race McGrath, LaRocco and Emig raced around the course in a small freight train but no passes were made. They crossed the finish line at one-second intervals.

I'm totally stoked!" said McGrath in the winner's circle. "I think that I maybe could've beat them by a little bit more but some lappers got in my way and that made me nervous. I thought those guys were gaining on me when they really weren't and I started screwing up a little bit. I came across first and that's all that matters."

"I felt good and strong in the first moto but I messed up and fell," said LaRocco, who briefly lost second place to Emig as a result of his spill. "I got Emig back and together we just went after McGrath but we couldn't get him. It disappoints me because I really wanted to win today."

Emig shot into the lead at the start of the second moto with McGrath, Bradshaw and Albertyn in tow. However, a collective groan rose from the starting-area spectators as LaRocco was left in the dirt halfway down the starting chute. The defending 250cc National champ lost his chance for a first-ever Red Bud National win when touched handlebars with Emig and was bounced from his bike.

"I was up there off the start but Emig was moving over and I ended up locking handlebars with someone, I'm not sure who," said LaRocco. "It made me do a full turn and the soft dirt just sucked me up and threw me down. It kind of hurt my shoulder a little bit."

Even with bent handlebars, LaRocco put on a passing clinic, recovering 25 spots within two laps and eventually taking back 33 positions. He finished seventh behind Kiedrowski and Dowd.

Emig was never headed by McGrath, though the Honda rider did draw close after 20 minutes. McGrath himself was fleeing from Albertyn, who seemed to wake up at the halfway mark and rapidly picked up the pace. The rest of the moto was the same as the first, only this time the lead freight train was an Emig/McGrath/Albertyn affair. The order never changed.

(Left) Local hero Mike LaRocco placed second in the first moto but a crash early in the second moto ended any hopes of him winning his first National at the Red Bud track.
(Above) Yamaha's Damon Bradshaw had his best ride since his Mt. Morris comeback debut. He posted a pair of fourths for fourth overall.

"I feel good about winning the moto but I wish I could've given this crowd the overall," said Emig, who enjoys generous support from the Red Bud faithful. "I would pull away but then the lappers would just get in the way again. It was as if the lappers were pulling out of the way for him. They were just in the way the whole time. I had the speed to get away from him (McGrath) but I just kept getting frustrated by the lappers. I just couldn't ride the race I wanted to."

"We were close the whole time until I singled all the whoops before the finish line," said McGrath. "It was really rutty and I kind of screwed up. I was able to catch back up to him but I couldn't do anything about it. The track was kind of hard to pass on at the end."

"Those two were both riding really well and they weren't making mistakes," said Albertyn of the second race. "It seemed to take me awhile to get going and I let them get away. Jeremy was putting on a charge and Jeff was defending himself. I started getting smoother but it was just too late."

Bradshaw finished another impressive fourth, leading him to give his fourth race back a positive report. "I was having a lot of fun out there, especially in the second moto," said Bradshaw. "I need a bunch of days like today - good strong rides. In the first moto I had a hook in those guys. I didn't get tired but I just started riding like shit. I was just hanging on but at the end I start riding better. That carried all through the second moto." To celebrate his improving results Bradshaw stopped after the finish line and threw his goggles, gloves and jersey into the crowd. "They had been cheering and yelling for me all day and I thought I would give them something back."

125cc NATIONAL

Ryan Hughes grabbed the holeshot at the start of the first 125cc moto but was replaced as the leader by Ferry coming out of the second corner. Hughes responded in kind halfway through the first lap, and a lap later Lamson passed Ferry as well. A lap later it was Hughes' turn to be overtaken by the sprinting Lamson, marking the last time in the afternoon that anyone would lead the Honda rider.

"I was kind of worried that Ferry and Hughes would kind of give me a little bit of trouble but it didn't happen," said Lamson later. "I motored right by those guys and just took off. I felt really good out there and I pulled out a pretty good lead right away."

On the third lap Ferry passed Hughes for the second time in the race, this time moving up alongside the Kawasaki rider through four rolling jumps and then pushing him out in the right-handed U-turn that followed. Hughes made matters worse for himself when he crashed on the fifth lap and gave two spots away to Reynard and Honda of Troy's Mike Craig, each of whom started inside the top 10. Reynard slowly pulled back Ferry and then passed the Suzuki rider in midair over a spectacular downhill tabletop-double.

"I thought that was a pretty cool move," admitted Reynard after the moto. "We were right beside each other all the way through the air and I could see his front tire right beside me. It worked - that's all that counts! After that I wanted to go after Lamson but my arms got a little bit tired, so I decided to just settle for second."

Further back Brown, Pichon and Huffman were each trying to recover from mediocre starts. Brown made the most improvement, rising up to fourth before the moto's completion. Hughes held on for fifth, while Craig scored sixth ahead of Pichon. Huffman's rally ended in eighth after he passed top privateer Corey Keeney (Team NCY/Primal Impulse) on the last lap.

"My back shock was adjusted wrong," said Hughes of what caused his unsteady first-moto performance. "The shock was set high and it was kicking me all over the place. I went into a corner and my front end washed out and I went over the bars. I was fighting the bike the whole time."

Lamson holeshot the second moto ahead of local rider John Kitsch, Suzuki privateer Denny Stephenson, Reynard and Brown. Within a few turns Reynard was into second and chasing after Lamson, and together the two of them would again move away from the pack.

Hughes, Huffman, Honda privateer Chad Pederson and Pichon were in the next wave of motorcycles while Ferry was trapped deep in the pack.

"I was about 10th or so but then I dug the front wheel into the ground right before that double setup thing and went down," explained Ferry. "I tried to get right back up but so many people were coming that I was afraid someone would hit me. I ended up waiting until everyone went by."

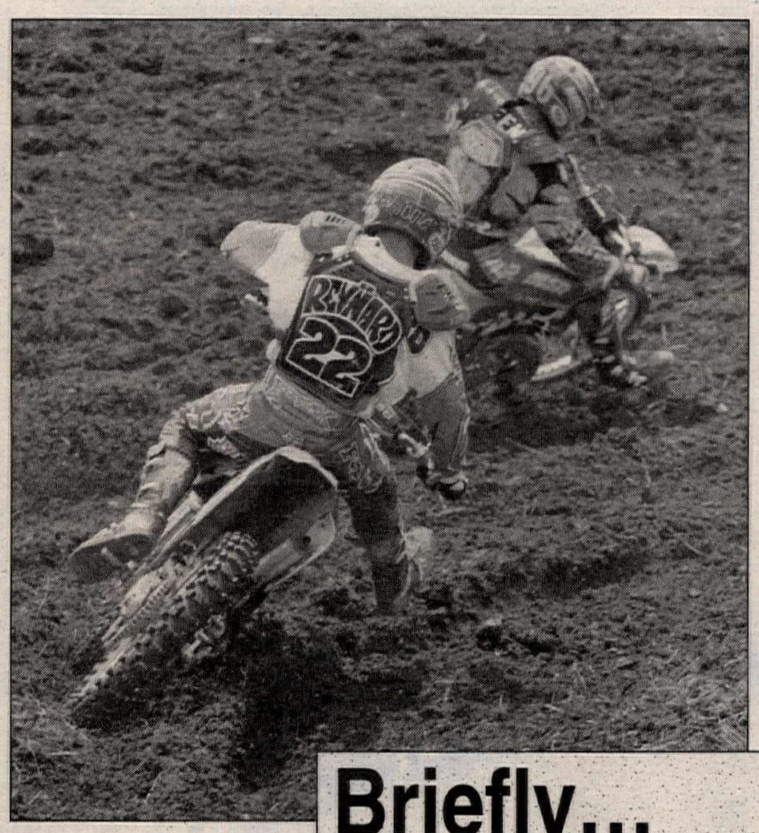
Lamson steadily eased away from Reynard and settled into a fast pace that would carry him all the way to the checkered flag. Reynard was second throughout but at the end he allowed the dueling Huffman and Hughes, who rolled pass Brown in tandem, to get a little too close for comfort. Still, Reynard had some breathing room to spare when he took the checkered flag about 10 seconds behind Lamson.

"I got a good start and I was going to try to stick with (Lamson) but he found some better lines than I did," explained Reynard of his inability to hold on to Lamson's shirttails. "I found his lines but I was just stuck on that speed. I couldn't get any ground back so I just rode that pace the whole moto. I think it worked out pretty good." As for the late surge by Huffman and Hughes that carried them into his roost, Reynard said, "I saw them with three laps to go but I slowed down a little too much on the last lap and they got pretty close. Too close, I guess. I'm just trying to be consistent. I'm definitely not out of the series."

"We were catching Reynard but there just wasn't enough time for us," said Hughes, who might have also been speaking for Huffman. "It just wasn't too eventful of a day for me."

"I got a pretty good start but I got out there by myself and lost concentration,"

Round 6: Red Bud Track-N-Trail



(Left) Suzuki's Greg Albertyn matched a season-best with third overall.
(Above) Kawasaki's Robbie Reynard has obviously recovered from his early-season injuries. He put in another strong ride, posting a pair of deuces for second overall in the 125cc class.

said the 22-year-old Brown, who could not hold the early pace of Lamson and Reynard. "Huffman and Hughes caught up to me and I just couldn't get going again." Brown finished fifth ahead of Pichon, Craig and Ferry, whose recovery from his early fall kept him within striking distance of the points lead. "This is the second weekend in a row where I took the points lead after the first moto and then lost it," explained Ferry. "I screwed up but I feel good about how I was able to make up for it."

"I got two bad starts and I fell two times," said Pichon of his unspectacular Red Bud debut. "At the end of each race I rode good but it was too late. It was necessary to get a good start here and I just got bad starts." CN

Red Bud Track-N-Trail
Buchanan, Michigan
Results: June 2, 1995 (Round 6 of 12)

125 MOTO 1 (30 minutes plus 2 laps): 1. Steve Lamson (Hon); 2. Robbie Reynard (Kaw); 3. Tim Ferry (Suz); 4. Mike Brown (Hon); 5. Ryan Hughes (Kaw); 6. Mike Craig (Hon); 7. Mickael Pichon (Kaw); 8. Damon Huffman (Suz); 9. Corey Keeney (Yam); 10. Denny Stephenson (Suz); 11. Chad Pederson (Hon); 12. Scott Sheak (Suz); 13. Buddy Antunez (Hon); 14. Tony Lorusso (Suz); 15. Barry Carsten (Suz); 16. Brian Deegan (Hon); 17. Jim Neese (Hon); 18. Steve Herman (Suz); 19. David Pingree (Kaw); 20. Joel Dengler (Suz); 21. Scott Carter (Hon); 22. Jason McCormick (Hon); 23. Matt Maximoff (Yam); 24. Joshua Demuth (Yam); 25. Tom Welch (Yam); 26. Ty Wallace (Suz); 27. Greg Schnell (Suz); 28. Jim Povolny (Kaw); 29. Shane Lawson (Hon); 30. Joe Oehlhof (Hon); 31. Andre Pene (Suz); 32. Ryan Duff (Yam); 33. Nathan Juergens (Hon); 34. Kirt Deboer (Suz); 35. Craig Noack (Suz); 36. James Eickel (Hon); 37. Josh Kellogg (Kaw); 38. Davey Yezek, Jr. (Suz); 39. Paul Currie (Kaw); 40. John Kitsch (Suz).
Time: 38 min, 03.58 sec.

125 MOTO 2: 1. Steve Lamson (Hon); 2. Robbie Reynard (Kaw); 3. Damon Huffman (Suz); 4. Ryan Hughes (Kaw); 5. Mike Brown (Hon); 6. Mickael Pichon (Kaw); 7. Mike Craig (Hon); 8. Tim Ferry (Suz); 9. Chad Pederson (Hon); 10. Buddy Antunez (Hon); 11. Denny Stephenson (Suz); 12. Corey Keeney (Yam); 13. Jason McCormick (Hon); 14. Barry Carsten (Suz); 15. Brian Deegan (Hon); 16. David Pingree (Kaw); 17. Paul Currie (Kaw); 18. Joel Dengler (Suz); 19. Ty Wallace (Suz); 20. Greg Schnell (Suz); 21.Tony Lorusso (Suz); 22. Steve Herman (Suz); 23. Craig Noack (Suz); 24. James Eickel (Hon); 25. Scott Carter (Hon); 26. Tom Welch (Yam); 27. Jim Povolny (Kaw); 28. Matt Maximoff (Yam); 29. Joe Oehlhof (Hon); 30. Joshua Demuth (Yam); 31. Kirt Deboer (Suz); 32. Ryan Duff (Yam); 33. Jim Kellogg (Kaw); 34. Shane Lawson (Hon); 35. Jim Neese (Hon); 36. Andre Pene (Suz); 37. Nathan Juergens (Hon); 38. John Kitsch (Suz); 39. Scott Sheak (Suz); 40. Davey Yezek Jr. (Suz).
Time: 37 min,41.42 sec.

125 O/A: 1. Steve Lamson (Hon); 2. Robbie Reynard (Kaw); 3. Ryan Hughes (Kaw); 4. Mike Brown (Hon); 5. Damon Huffman (Suz); 6. Tim Ferry (Suz); 7. Mickael Pichon (Kaw); 8. Mike Craig (Hon); 9. Chad Pederson (Hon); 10. Denny Stephenson (Suz); 11. Corey Keeney (Yam); 12. Buddy Antunez (Hon); 13. Barry Carsten (Suz); 14. Brian Deegan (Hon); 15. Scott Sheak (Suz); 16. Jason McCormick (Hon); 17. David Pingree (Kaw); 18. Tony Lorusso (Suz); 19. Paul Currie (Kaw); 20. Joel Dengler (Suz); 21. Jim Neese (Hon); 22. Steve Herman (Suz); 23.Ty Wallace (Suz); 24. Greg Schnell (Suz).

AMA NATIONAL CHAMPIONSHIP 125cc MX SERIES POINT STANDINGS: 1. Damon Huffman (223); 2. Mike Brown (219); 3. Tim Ferry (218/1 win); 4. Ryan Hughes (210/1); 5. Mickael Pichon (204); 6. Steve Lamson (202/3); 7. Robbie Reynard (200/1); 8. Chad Pederson (117); 9. Denny Stephenson (92); 10. Brian Deegan (92); 11. David Pingree (88); 12. Scott Sheak (73); 13. Barry Carsten (70); 14. Buddy Antunez (69); 15. Brian Swink (59); 16. Craig Decker (50); 17. Davey Yezek Jr. (50); 18. Mike Craig (50); 19. Tony Lorusso (41); 20. Kevin Windham (37).

250 MOTO1 (30 minutes plus 2 laps): 1. Jeremy McGrath (Hon); 2. Mike LaRocco (Kaw); 3. Jeff Emig (Yam); 4. Damon Bradshaw (Yam); 5. Greg Albertyn (Suz); 6. John Dowd (Yam); 7. Mike Kiedrowski (Kaw); 8. Kyle Lewis (Yam); 9. Todd DeHoop (Hon); 10. Larry Ward (Yam); 11. Phil Lawrence (Kaw); 12. Jean-Sebastian Roy (Hon); 13. Jeff Curry (Suz); 14. Dag Boyesen (Yam); 15. David Gaylord (Kaw); 16. Kevin Crine (KTM); 17. Brian Austin (Hon); 18. Doug Stone (Kaw); 19.Jeff Dement (KTM); 20. Mark Morris (Yam); 21. Billy Schlag (Kaw); 22. Mike Katin (Hon); 23. Marty Burr (Yam); 24. Matthew Crown (Yam); 25. Brad Kress (Kaw); 26. Chad Kresge (Kaw); 27. Justin Blake (Kaw); 28. Anthony Amaradio (KTM); 29. Lee Erickson (Hon); 30. Brad Quear (Kaw); 31. Aaron Kopp (Kaw); 32. Bruce Gates (Hon); 33. Mike McDonald (Suz); 34. Davey Castillo (Kaw); 35. Bruce Stratton (Suz); 36. Jay Mercill (Yam); 37. Jason Norton (Kaw); 38. Jim Jones (Suz); 39. Cliff Palmer (Suz); 40. Eron Ezerins (Kaw).
Time: 36 min., 47.06 sec.

250 MOTO 2: 1. Jeff Emig (Yam); 2. Jeremy McGrath (Hon); 3. Greg Albertyn (Suz); 4. Damon Bradshaw (Yam); 5. Mike Kiedrowski (Kaw); 6. John Dowd (Yam); 7. Mike LaRocco (Kaw); 8. Kyle Lewis (Yam); 9. Phil Lawrence (Kaw); 10. Todd DeHoop (Hon); 11. Jean-Sebastian Roy (Hon); 12. Cliff Palmer (Suz); 13. Jeff Curry (Suz); 14. Jeff Dement (KTM); 15. Kevin Crine (KTM); 16. Matthew Crown (Yam); 17. Mike Katin (Hon); 18. Marty Burr (Yam); 19. Dag Boyesen (Yam); 20. Billy Schlag (Kaw); 21. Doug Stone (Kaw); 22. David Gaylord (Kaw); 23. Brad Kress (Kaw); 24. Brian Austin (Hon); 25. Chad Kresge (Kaw); 26. Justin Blake (Kaw); 27. Bruce Gates (Hon); 28. Aaron Kopp (Kaw); 29. Jim Jones (Suz); 30. Lee Erickson (Hon); 31. Brad Quear (Kaw); 32. Jay Mercill (Yam); 33. Larry Ward (Yam); 34. Davey Castillo (Kaw); 35. Jason Norton (Kaw); 36. Mark Morris (Yam); 37. Mike McDonald (Suz); 38. Eron Ezerins (Kaw); 39. Anthony Amaradio (KTM); 40. Bruce Stratton (Suz).
Time: 37 min., 01.85 sec.

250 O/A: 1. Jeremy McGrath (Hon); 2. Jeff Emig (Yam); 3. Greg Albertyn (Suz); 4. Damon Bradshaw (Yam); 5. Mike LaRocco (Kaw); 6. Mike Kiedrowski (Kaw); 7. John Dowd (Yam); 8. Kyle Lewis (Yam); 9. Todd DeHoop (Hon); 10. Phil Lawrence (Kaw); 11. Jean-Sebastian Roy (Hon); 12. Jeff Curry (Suz); 13. Kevin Crine (KTM); 14. Larry Ward (Yam); 15. Cliff Palmer (Suz); 16. Jeff Dement (KTM); 17. Dag Boyesen (Yam); 18. David Gaylord (Kaw); 19. Matthew Crown (Yam); 20. Mike Katin (Hon); 21. Brian Austin (Hon); 22. Marty Burr (Yam); 23. Doug Stone (Kaw); 24. Billy Schlag (Kaw); 25. Mark Morris (Yam).

AMA NATIONAL CHAMPIONSHIP 250cc MX SERIES POINT STANDINGS: 1. Jeremy McGrath (255/3 wins); 2. Jeff Emig (242/1); 3. Mike Kiedrowski (195/1); 4. Greg Albertyn (189); 5. John Dowd (171); 6. Kyle Lewis (145); 7. Mike LaRocco (142); 8. Larry Ward (124); 9. Doug Henry (117/1); 10. Phil Lawrence (113); 11. Todd DeHoop (99); 12. Damon Bradshaw (93); 13. James Dobb (84); 14. Cliff Palmer (75); 15. Dag Boyesen (59); 16. Kevin Crine (50); 17. Jean-Sebastian Roy (48); 18. Anthony Amaradio (47); 19. Brian Manley (37); 20. Larry Brooks (36).

Briefly...

The winners of Sunday's Camel Racing/Skoal Bandits Privateer Challenge were 125cc Honda rider **Chad Pederson** (ninth overall) and 250cc rider **Phil Lawrence** (10th). Each rider received a check for $500 for being the highest-placing, factory-support-less rider. "This award means a lot to privateers because it helps us get to the next race," said Pederson, who, like Lawrence, claimed the bonus for the second time this year. "It adds some flavor because all of us privateers are kind of watching each other as well as trying to score as many points as possible. It gives us something to fight for amongst ourselves." Pederson and Lawrence are each front-runners for the $5000 grand prize to be given out in each class to the highest-placing privateers at the end of the series.

One of the most surprising occurrences of the day took place on the bottom half of the course halfway through the first 250cc moto. KTM teammates **Anthony Amaradio** and **Jeff Dement** touched together entering a hairpin turn and went down in a pile. Then, according to eyewitnesses, Amaradio jumped on Dement and the two engaged in a sparring/wrestling match that had the crowd roaring. Both riders eventually got back into the race, though Amaradio finished out of the points and Dement was docked two positions for re-entering the track at the wrong point. Between motos AMA officials decided to disqualify Amaradio from the second moto as the instigator of the brawl. Both riders could be fined later this week.

The Amaradio-Dement "Red Bud Rumble" was the third midrace fight in less than a year to occur at the feet of AMA official **Matt Cattarin**, who monitors National MX events with the blue and yellow-striped passing flag in hand. "I was right there at Binghamton (New York) when Ray Sommo and Mike LaRocco went at it last year and then Doug Henry and Ryan Hughes wrestled at my feet at Steel City," said Cattarin. "They just got up and started swinging at each other like they've had bad blood for awhile. They went at it and at it and at it. They were punching, wrestling, everything. It was definitely better, or worse, I should say, than the Henry/Hughes fight." Ironically, Cattarin was also on the scene at Mt. Morris this year when Damon Bradshaw shot down over the hill and into the woods in the second moto. Maybe the National promoters should let fans who are looking for added action know Cattarin's whereabouts each weekend.

A popular viewing point for spectators at Red Bud is an uphill triple jump known as **LaRocco's Leap**. The set is more than 100 feet long and sends the riders rocketing up over the crowd. (This is the jump where Brian Swink debuted his now popular can-can jump last summer.) None of the 125s were making the leap but about all 250cc competitors were able to clear the set. One of them was Team Suzuki's **Greg Albertyn** who never got a chance to try the blind triple in practice. "It was too muddy this morning to try the thing, so the first lap of the first moto was the first time I tried it," said Albertyn. "It was awesome! It's such a good feeling to jump so high but a little strange not knowing what was going to happen when I landed."

"I think I'm at a slight disadvantage to the other guys when we have weekends like this with no Friday practice," said **Greg Albertyn**. "This is my first year here and I've never seen these tracks. I'm usually pretty comfortable with them after they give us time to train on Friday but this weekend there was no Friday session. I really only had 30 minutes on the track this morning and the lines changed a lot during the qualifiers. Maybe that's why I had a hard time getting started in the first moto." With his freshman motocross season in the United States now halfway over, Albertyn says he has mixed feelings about his outdoor National performance. "I'm satisfied but frustrated. I just can't seem to make up any leeway on Jeremy and Jeff Emig. They seem to be pulling away early when I should be closing and that gets me down. But I know that my time is going to come." Albertyn added that he is definitely planning on staying in America in 1996.

A celebrity **auction** was held after the race to benefit a spectator injured at another Red Bud event earlier this summer. The Red Bud crew gathered up gear in the pro pits for announcers Tim Cotter and Larry Witmer to give out to the highest bidders. Winner **Jeremy McGrath** was on hand to help the bidding for his own jersey, which went for $375.

Michigan privateer **Justin Blake** was the first recipient of the AMA's **MX Scholarship Fund**, an award which recognizes the best scholar-athlete in professional racing. Blake, who will attend Michigan State University, received a check for $1000 from AMA Pro Motocross Manager **Duke Finch** between Red Bud motos. Blake carried a 3.8+ GPA through high school and will be studying Computer Science and Engineering while also competing in as many National-caliber events as his studies will allow. Blake is a resident of Grand Rapids, Michigan.

The word out of Oxford, Connecticut, is that Team Honda/1-800-Collect/Fox Racing's **Doug Henry** is coming along nicely in his recovery from a severe back injury two weeks ago in Maryland. According to team manager **Wes McCoy**, Henry is walking around and even venturing up and down the stairs less than two weeks after surgery to stabilize the compressed vertebrae in his back. No word from Henry or Honda on what his comeback schedule looks like at this point.

SOUTH MIGHT ONE ED

Jeff Emig is one fierce competitor. And his victory in round 5 of the AMA National Motocross Series proves it.

With the help of his Team Yamaha YZ250, Jeff cracked Southwick's brutal MX 338 track — not to mention the competition. And rode away with his first-ever 250cc National win.

With this, his first season in the 250 outdoor series, and the lead up for grabs, Jeff is stoked and ready for the remaining 7 rounds.

If you want to compete this fiercely, check out the all-new '96 YZs, coming soon to your Yamaha dealer. They're sure to make you wicked on any track.

YAMAHA

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Professional rider depicted during closed-course event. Do not attempt these maneuvers. Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course, please call 1-800-447-4700. Do not drink and ride. It is illegal and dangerous. ©1995 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630)

Half and Half

(Above) Ty Davis won the races that Healey didn't, collecting wins in the 125 and 500cc Pro classes.
(Left) Mike Healey finished either first or second in every Pro class race that he entered.

By Donn Maeda
Photos by Kinney Jones

MAMMOTH LAKES, CA, JUNE 22-25

Ty Davis and Mike Healey took control of the starring roles at the 28th Annual Mammoth Mountain MX, but a strong cast of supporting riders kept the action fast and furious at the world-famous High Sierra facility. Together, Davis and Healey swept the four premier Pro classes - Davis taking the 125 and 500cc wins, and Healey doing the honors in the 250cc and Sound of Thunder races. But that's not to say that the competition at this year's running of the popular event was thin - Rusty Holland, Lance Smail, Michael Brandes, local hero David Barrett, and even two-time World MX Champion Donny Schmit kept things interesting all weekend long.

Unusually late snowfall in the Sierra Nevada mountains had race officials in a panic as the event drew nearer. Though the course was cleared of snow, and warm temperatures in the days preceding the event thawed the entire pit area, many racers waited until the last minute to send in their entries. Still, the lure of competing on one of the best-liked courses in the country succeeded in filling the starting gates, and it was business as usual when the gate dropped on the first moto of the weekend.

Because of the conflicting Southwick 125/250cc MX National, the nation's top pros were absent. Most on hand would argue, however, that the racing action was just as good without America's elite.

The most consistent Pro of the weekend was former 125 and 250cc World Championship Series contender Healey. The heavily tattooed rider showed that he still has most - if not all - of the speed that carried him to second in the '91 250cc World Championship. Healey piloted Pro Circuit Hondas in the 125 and 250cc Pro classes, and raced factory KTMs in the Open and Sound of Thunder races. He won the SoT and 250cc races, and finished second in the 125 and 500cc events. Not a bad weekend - contingencies excluded, Healey raked in a cool $4000.

"I've always liked Mammoth," Healey said. "I only own a 125 and 250, so I called KTM up to see about racing one of their bikes. I was originally only supposed to race a 360cc two-stroke, but when they unloaded Greg Zitterkopf's four-stroke and said that he was hurt, I figured, why not?"

Davis could have - should have - earned the "Top Pro" glory at Mammoth, but a severely blown motor in the second Sound of Thunder race cost him the class win and handed the overall honors to Healey. Kawasaki Team Green's most famous motocrosser-gone-off-roader was anxious to prove that he can still do the business on an MX track, and at the end of the weekend, there was little doubt that Davis can still shred a berm. Despite dropping to 11th overall in the SoT standings, Davis' wins in the 125 and Open classes, along with a sixth in the 250cc class, netted him $2650.

The main event?

When the gate dropped for the 30-minute-plus-two-lap 250cc Pro main event, all eyes were initially focused on holeshot artist Rusty Holland. Three turns into the race, however, most of the fans' attention was focused on two riders and one mechanic - a father, to be exact.

As the field of 38 riders raced down the downhill and funnelled through the tight uphill horseshoe turn, two riders - Clawson Honda's Jeffrey Pestana and Kawasaki Team Green's Shaun Perolio - tangled and went down. Tempers flared and the two were involved in a shouting and pushing match, and Pestana took a few swings at Perolio. During the confusion, several more riders were taken down by the fallen motorcycles that lay across the track, and as many as seven or eight riders ended up on the ground. Of the two, Perolio was the first to remount, as Pestana's bike had been run over several times and was under another downed machine.

Greg Perolio - Shaun's father - dashed through the pit board area and across the track, and attacked Pestana off guard. Many punches were thrown - mostly by Perolio - and the two scuffled for several seconds before track personnel separated the two.

Pestana eventually remounted, but both riders were later given the black flag.

"Jeff took me out from behind in the horseshoe," said Perolio. "His bike was on top of mine and I threw it off by the front wheel. The throttle was stuck, so when the rear wheel caught traction it flew through the snow fence. Then when I reached down to pick up my bike someone hit me in the side of the head. I looked up and yelled that it was his fault, and that he was an idiot, then he started hitting me again.

"Then I saw my dad come and tackle him, but when he got up he charged at my dad. I don't think I did anything wrong, but I will apologize for my dad. The way I see it, someone needed to break it up. I just wish it wasn't my dad. That just makes me look worse. He was just looking out for me."

"Shaun and I both had top five starts," Pestana said. "He edged me out in the horseshoe, but we tangled and went down. My bike was on top of his, and he started cussing at me and chucked my bike down the hill. I pushed him and turned to get my bike, but then a couple guys ran over it because he threw it into the riding line. He was still cussing at me, so I turned around and pushed him again. I never hit him - what's the use of punching a guy who has on a full-face helmet and a chest protector? He got on his bike and took off, then the next thing I know, his dad blind-sided me. He was punching and scratching me. He thrashed me, basically, until the security guys got him off me.

"The whole incident is embarrassing. I don't think I was wrong - if it had been anybody else it would have been between the two riders and forgotten. No other dads would have gotten involved like that. Maybe I overreacted, but that happens. Adrenaline was flowing and what happened on the track happened. What his dad did, though, sucks."

Naturally, the senior Perolio's version is different. Of his actions, father Greg Perolio said, "I was watching the start, and Shaun was side-by-side with David Barrett. Pestana was behind them and just plowed Shaun and they both crashed. Shaun got up and gestured with his hands like 'What the heck is going on?' and then Pestana took a swipe at him. Then 10 to 15 seconds passed, and Pestana turned back around and took two more swipes at Shaun. I realized at that point that no one was going to do anything about what was happening, everyone was trying to get the bikes off the track, so I took it upon myself to go get in the middle of it. All I did was push Jeff, and then he came running at me.

"This is all very embarrassing. What I did was not exactly right. I realize that Shaun is a big boy and he's racing in the big boy class, but Jeff is 26 and Shaun is 16. To be whomping on a 16-year-old kid is not okay. I'm not proud of anything I've done, and the last thing I want to do is hurt Shaun's chances at doing what he loves. Shaun is not the problem. I'm going to take a back seat. We decided to hire a mechanic, and Shaun's mother will go to the races with him. I will be staying home from now on. I never meant to be a foaming knucklehead; I just act like that because I love my little boy."

According to Kawasaki Team Green MX Supervisor Ron Heben, the incident is still being researched, and disciplinary action will not be taken until the team reviews the situation thoroughly.

"At this point we are still investigating the situation," Heben said. "Several photographers have pictures, and a couple people have the whole thing on video. It's a difficult situation. It's not Shaun that's really at fault. What happened on the track was between the two riders. What's hard is to punish Shaun for the actions of his father. Greg Perolio is not contracted to Team Green, and therefore, can not be punished by us. Kawasaki's image is tarnished by the incident, and we will rectify the situation as soon as all the facts are in."

(Above left) Hometown rider David Barrett had the crowd on its feet as he raced to second in the 250cc Pro class.
(Above) Rusty Holland was impressive in the Pro classes. He holeshot the 125 and 250cc main events and led both for several laps. He ended up third in the 125s and fourth in the 250s.

"Everybody thinks of me as an enduro guy now," Davis said. "But they forget that I was a motocrosser first. I had to get back into the groove for this race. The last time I raced motocross was in March in Daytona. It feels good to come back and win. There are a lot of new up-and-coming guys now, guys that I've never heard of."

Healey and Davis met for the first time in the Open Pro class. Ron Lechien holeshot the final, but Davis took over early on and was never seriously challenged. Healey suffered a so-so start aboard his small KTM 360, but took over second from Team Green's Michael Brandes at the halfway point. Brandes held on to third. While the race for the top three positions was relatively boring, most of the crowd's attention was focused on Lance Smail. The energetic Washingtonian took to the track in last place after his silencer fell off in turn one and wedged itself between his tire and airbox, and set an absolutely blistering - and deafening - pace as he raced through the pack. Incredibly, Smail moved up to fourth at the finish. Had he started with the rest, the finishing order may very well have been different.

"One of the brackets on the frame broke, and I had the silencer held on with wire," Smail said. "Then on the starting line we noticed that the second tab broke also, so Terry Varner from FMF ran back to the pits and wired it on with a piece of welding rod. It fell off in the first turn and I had to stop to yank it out."

In the two-moto Sound of Thunder Pro race, Davis ran away with the win in the first moto, turning in lap times aboard his big KLX650 that were identical to those he made aboard his KX500. Smail was a charging second aboard a

Mammoth Lakes

(Left) Casey Lytle (right) won the 250cc Intermediate class and prevented Pat Foster (left) from sweeping every Intermediate class. Foster was victorious in the Sound of Thunder, 125 and 500cc classes.
(Below) Dee Wood (2) out-dueled Kristy Shealy (1) in the Women's Pro class.

Husaberg, while Healey was a distant third aboard Zitterkopf's factory KTM.

"You can definitely tell this is Zit's bike," Healey said, referring to the super-stiff suspension. "I still need to learn how to ride this thing. I'm infatuated with the noise it makes, and I'm over-revving it just to hear the motor."

Donny Schmit worked up to fourth aboard a seriously underpowered CCM 350, and was followed across the line by ATK's Gordon Ward and Husqvarna-mounted Terry Fowler.

"I'm racing the 350cc bike in order to help develop it," Schmit said. "I just got killed off the start and had to play catch up all moto long."

Moto two looked to be a carbon copy of the first, but Davis' KLX came to a grinding halt with only three laps to go. The rod snapped in half and broke through the cases and cylinder.

"I came over a jump and when I landed, the back wheel locked up," Davis said. "I thought I stalled it, but then I saw the smoke. Man, was there a lot of smoke. I'm glad it blew up at the far end of the track - I would have smoked out the entire pit area."

Smail took over the lead, but his Husaberg suffered electrical problems with only a lap and a half to go. Healey gladly took over the lead and raced on to the moto and overall wins. Schmit was second across the line and second overall, and was followed by Fowler and Ward.

Saturday's 125cc Pro main saw Rusty Holland grab the holeshot ahead of Kawasaki Team Green's Shaun Perolio, Tyler King, Billy Whitley and Davis. One of the heavier 125 pilots, Healey was smoked off the line and started 12th. By the end of lap one, Davis was up to fifth, and Healey had moved into sixth.

Up front, Holland began to pull away while Davis and Healey worked through the pack. The duo was up to second and third, respectively, by the fifth lap. On lap six, all hell broke loose as Davis dove underneath Holland in the horseshoe turn following the downhill. Davis knocked both wheels out from under Holland, and the early leader was passed by Davis, Healey and Perolio before he remounted.

"Who was that Suzuki guy?" Davis asked after the race. "I have to go apologize to him. I didn't mean to take him out."

Holland was OK about the incident, saying, "Hey, it was just racing. I left a little room for him to stick a wheel in there. I'm just happy to have been able to get up quickly and regain my composure."

While Holland would never again challenge Davis or Healey, he would regain control over third by the end of the race. Healey, meanwhile, began to reel in Davis and actually took over at the front of the pack on lap eight. At one point, Healey established a 15-bike-length lead, but as the laps wore down, his CR125 began to falter. Davis smelled blood, closed in, and made the pass on the final lap. Healey held on for a safe second, well ahead of Holland, who was in the turn far ahead of Brandes, Jason Partridge and Billy Whitley. Perolio crashed while running fourth on the final lap and remounted in sixth, but was bumped back to seventh by Whitley in the last turn.

"With five laps to go the bike started getting hot," Healey said. "There was just no power. The last lap was a killer."

"Healey was going one notch faster than I was, " Davis said. "But I knew from the 500 race that he would get tired towards the end of the race."

Holland grabbed his second holeshot of the weekend in the 250cc main, but Davis and Healey were stuck in the middle of the pack. Schmit was bumped off the track in the second turn, and would never be a factor, thanks to a set of faulty rear brakes. Healey smoked into third behind Holland and Brandes by the second lap, and just about that time, Davis' hopes of a win came to a grinding halt.

"My bike seized just before the uphill," Davis said. "I pulled over and waited for everyone to go by, then I tried to start it back up. It started, so I figured, 'Man, I'm gonna *really* blow this thing up.' I was so mad. But then it kept going. It had no top end, but I pushed hard and ended up sixth."

Healey took control of the lead on lap three and was never headed. At the finish, he enjoyed a four-second

lead. Hometown hero David Barrett started the race in sixth, and methodically moved past his rivals until he took control of second on lap six. The Hollywood stuntman was impressive as he matched Healey's pace, but he was unable to close the distance between himself and the leader. In the end, Barrett was four seconds behind Healey, and four seconds ahead of Smail, who again turned in a hair-raising charge through the pack after a poor start.

"I know it's the cheesiest saying in the world, but it hasn't sunk in that I finished second," said Barrett, whose best ever finish at Mammoth prior to this year's race was 10th. "I bought my bikes two and a half weeks ago and practiced my ass off. I only race once a year, and to do this good is really great."

Racing in the amateur divisions was just as exciting. Another local rider, Pat Foster, shined brightly as he nearly swept the Intermediate classes. Only a crash at the start of the 250cc Intermediate main prevented Foster from winning every Intermediate main, as he piloted an ATK to the Sound of Thunder win, a Honda CR500 to the Open Intermediate win, and a Kawasaki KX125 to the 125cc Intermediate win. The FMF/Thor/Q-Mark/Spy/Afam/Wiseco/Mammoth Mountain Ski Area-sponsored rider from Bishop was in a class of his own throughout the weekend. Team Green's Caleb Leath chased Foster home in the 125cc class, while Husaberg's Cliff Cook did the same in the SoT race. Lance Johnson was the runner-up in the Open Intermediate class.

Honda of Troy's Casey Lytle was the clear cut winner of the 250cc Intermediate main, as he ran away from the field aboard his Pit Pro/N-Style/Sinisalo-sponsored Honda. Lytle took control of the lead early on and stretched it out with each and every lap. Gabe Bolivar followed at a distance, and Brian Sweaney was third.

Dee Wood beat out Women's National Champion Kristy Shealey in the Women's Pro class. Wood pressured Shealy early in moto one, but crashed in the horseshoe and was forced to come back through the pack for second. Wood stayed up in moto two, and despite a few challenges from Shealey, was able to score the all-important second moto win. Jamie Pamintuan used consistent 5-4 moto finishes to earn third overall.

Montclair Yamaha's David Ramsey spanked the field in the 125cc Junior main. After dicing with runner-up Oscar Valdez early in the race, Ramsey wicked it up and established a commanding lead. In the closing laps, Ramsey enjoyed a huge lead over Valdez and third-placed Joey Cirocco.

As expected, DG's Rex Staten continued to rule the Vet Pro class, and this year, grabbed the win in the Senior class as well. Staten swept both Vet Pro motos for the win over Mike Shoemaker, who went 2-3. A flat tire kept Dave Coupe from challenging Staten in the first moto, but he made a serious bid for the lead in moto two. Coupe's 3-2 netted him third overall.

In the Senior final, Staten was challenged by Brent Wallingsford in the opening laps, but eventually pulled away for a convincing win. Dirt Rider's Tom Webb teamed up with his brother, Mike Webb, to secure third and fourth places, respectively.

Brandon Morgan held off yet another Webb - Jason Webb - for the win in the Mini Junior main event. Christopher Tocco was third. CN

David Ramsey (37) fended off the charges of Oscar Valdez (93) and went on to win the 125cc Junior main.

Mammoth MX
Mammoth Lakes, California
Results: June 22-25, 1995

Thursday

SR: 1. Rex Staten (Kaw); 2. Brent Wallingsford (Kaw); 3. Tom Webb (Hon); 4. Mike Webb (Suz); 5. Robert Hansen (Suz).

VET JR: 1. Donny Sieverson (Yam); 2. Brand Johnson (Yam); 3. Rod Robertson (Hon); 4. Todd Broussard (Kaw); 5. Steve Edwards (Suz).

VET INT: 1. Jon Zahrt (Yam); 2. Jim Ellis (Hon); 3. Rod Richardson (Yam); 4. Rich Trusinski (Hon); 5. Ian Fitz-Gibbon (Kaw).

VET PRO: 1. Rex Staten (Kaw); 2. Mike Shoemaker (Hon); 3. Dave Coupe (Hon); 4. Mike Johnson (Suz); 5. Bob Weber (Hon); 6. Glen Commans (Suz); 7. Donald Franklin (ATK); 8. Mike Bosworth (Hon); 9. Jim Owens (Hon); 10. John Ryan (Hon).

DUAL SPORT: 1. Spencer (KTM); 2. Donnie De Arman (Suz); 3. Brand Johnson (KTM); 4. R. Von Schneidau (Suz); 5. Chris Drewes (Hon).

Friday

4-STK MINI: 1. C. Alamangos (Hon); 2. Turbo Reif (Hon); 3. Gary Plaatje (Hon); 4. Don Zipf (Hon); 5. Jay Scrat (Kaw).

4-STK VET: 1. Donald Franklin (ATK); 2. Tom White (Hus); 3. Keith Fearing (ADB); 4. Mark Franklin (Hus); 5. Steve Matlock (Kaw).

4-STK JR: 1. Todd Broussard (Kaw); 2. Shawn Howard (Kaw); 3. Dana Bray (Hon); 4. Chuck Dempsey (Hon); 5. Jim Finerty (Hus).

MINI JR: 1. Brandon Morgan (Yam); 2. Jason Webb (Suz); 3. Christopher Tocco (Suz); 4. Mikie Northrop (Suz); 5. R.J. Thompson (Kaw).

MINI INT: 1. Jeff Northrop (Kaw); 2. Ito Posca (Yam); 3. Tim Langdon (Kaw); 4. Dustin Miller (Hon); 5. Mike Mason (Suz).

MINI PRO: 1. Ricky Carmichael (Kaw); 2. Ernesto Fonseca (Yam); 3. Bryan McGavran (Hon); 4. Sean Hamblin (Yam); 5. Matt Walker (Kaw); 6. Monte Montague (Yam); 7. Scott Conley (Kaw); 8. Jonathan Shimp (Suz); 9. Justin Buckelew (Yam); 10. Michael Young (Hon).

4-STK INT: 1. Pat Foster (ATK); 2. Cliff Cook (Hbg); 3. Rob Mesecher (Hon); 4. Brian Raleigh (Hon); 5. Sean Bradley (Hon).

SoT PRO: 1. Mike Healey (KTM); 2. Donny Schmit (CCM); 3. Terry Fowler (Hus); 4. Gordon Ward (ATK); 5. Drey Dirks (Hon); 6. Mike Chamberlain (Kaw); 7. Erik Anderson (Hus); 8. Britt Woodring (Hus); 9. Stacey Cook (CCM); 10. Lance Smail (Hbg).

500 JR: 1. Derek Gainer (Hon); 2. Todd Broussard (Kaw); 3. Aaron Mattson (Kaw); 4. Dana Van Stee (Kaw); 5. Richard Barker (Hon).

500 INT: 1. Pat Foster (Hon); 2. Lance Johnson (Kaw); 3. Casey Lytle (Hon); 4. Eddie Davis (Hon); 5. Andy Anaya (Yam).

500 PRO: 1. Ty Davis (Kaw); 2. Mike Healey (KTM); 3. Michael Brandes (Kaw); 4. Lance Smail (Hon); 5. Shane Esposito (Hon); 6. Jeffrey Pestana (Hon); 7. Ron Lechein (Hon); 8. Scott Myers (Hon); 9. Robbie Skaggs (Kaw); 10. Rex Staten (Kaw).

Saturday

125 JR: 1. David Ramsey (Yam); 2. Oscar Valdez (Suz); 3. Joey Cirocco (Yam); 4. Geoff Rutherford (Yam); 5. Cory Onaka (Hon).

125 INT: 1. Pat Foster (Kaw); 2. Caleb Leath (Kaw); 3. Casey Lytle (Hon); 4. Eric Schnell (Suz); 5. David Evilsizer (Suz).

125 PRO: 1. Ty Davis (Kaw); 2. Mike Healey (Hon); 3. Rusty Holland (Suz); 4. Michael Brandes (Kaw); 5. Jason Partridge (Suz); 6. Billy Whitley (Kaw); 7. Shaun Perolio (Kaw); 8. Justin Tierney (Suz); 9. Travis Preston (Suz); 10. Robbie Skaggs (Kaw).

Sunday

WMN JR: 1. Julie Nichols (Suz); 2. Tricia Young (Yam); 3. Laurie Schipper (Suz); 4. Tina Handelin (Yam).

WMN INT: 1. Jodi Hollow (Suz); 2. S. Thorwaldson (Hon); 3. Candy Hately (KTM); 4. Susan Andrew (Yam).

WMN PRO: 1. Dee Wood (Kaw); 2. Kristy Shealy (Kaw); 3. Jamie Pamintuan (Suz); 4. Mollie Bourke (Kaw); 5. S. Stillmock (Hon).

250 JR: 1. Tim Laster (Yam); 2. Rich Thorwaldson (Hon); 3. Corey Onaka (Hon); 4. Jonathan Levi (Yam); 5. Craig Monty (Kaw).

250 INT: 1. Casey Lytle (Hon); 2. Gabriel Bolivar (Yam); 3. Brian Sweaney (Suz); 4. Jon Zahrt (Yam); 5. Ron Gilbert (Hon).

250 PRO: 1. Mike Healey (Hon); 2. David Barrett (Yam); 3. Lance Smail (Yam); 4. Rusty Holland (Suz); 5. Michael Brandes (Kaw); 6. Ty Davis (Kaw); 7. Ron Lechein (Yam); 8. Robbie Skaggs (Kaw); 9. Pat Gomm (Suz); 10. Donny Schmit (Hon).

Briefly...

Though the late snowfall in May caused pre-entries to be surprisingly thin, race officials reported than in the last few days preceding the event, as many as 140 entries per day came through the door. All in all, the total number of entries was down this year by about 100, as **1061 entries** filled this year's starting gates.

Race director **Ken Baer** destroyed his knee during Tuesday afternoon's practice session - and he wasn't even riding a motorcycle. "I was using a bike stand to climb in and out of a box van," Baer said. "The stand tipped over and I blew out my knee." Baer had full reconstructive surgery that afternoon. But ever the trooper, he returned to help at the track on race day.

At first glance, **Ty Davis** looked as if he was racing with a fanny pack around his waist, but closer inspection revealed a **two-way radio**. "It's something that we use when we race Baja," Davis said. "My mechanic Dave Gowland tells me my lap times, who's behind me, and what kind of lead I have. The lap times help, because that helps me figure out which lines are the fastest. I only talk back at him if I'm really comfortable, and have a big lead." The belt-mounted radio included the radio itself in a smaller side pouch, and a bulky-looking battery in the main fanny pack compartment. Wires ran up the back of Davis' chest protector and into his helmet. Davis' "speak" button was located on the handlebars. Though it looked cumbersome, the radio obviously didn't hinder Davis on the track.

Sunday's 250cc Pro parade lap offered a couple laughs. While announcer Larry Naston was running down the entry list, Japanese rider **Ryuichi Yamada** fired up his bike and blasted onto the track when he heard his name, unaware that he was supposed to wait for Naston's "Gentlemen, start your engines," call. Yamada didn't notice that he was alone until he was halfway down the downhill. During the "official" parade lap, former 125cc National Champion **Ron Lechien** went to half-heartedly rail the loamy outside line of the last turn. Unfortunately, the soft soil sucked up the front wheel of Lechien's Yamaha and he went down. As the crowd cheered, Lechien raised both arms and waved sheepishly.

Though they would race on the East Coast that weekend, Team Honda/1-800-Collect's **Steve Lamson** and KTM factory rider **Tony Amaradio** jumped at the opportunity to practice during the week at the famous Mammoth MX track. "The conditions at Southwick are a little similar to here," said Lamson, who waited until the track got good and rough in the late afternoon before he rode. "Southwick is sandy, and this place is really loamy." Apparently, the practice did him good, as Lamson went on to win the 125cc class at Southwick. Amaradio was 22nd in the 250cc National.

In addition to finishing second in the Sound of Thunder Pro class aboard a factory CCM 350, two-time World Champion **Donny Schmit** borrowed a Honda CR250 from American Honda and competed in the 250cc Pro class. Though he was impressive in his qualifying heat, Schmit was involved in a first-turn crash in the main and spent the remainder of the race struggling with a faulty rear brake. Still, the former U.S. Suzuki, Bieffe Suzuki and Chesterfield Yamaha factory rider managed a respectable 10th-place finish. As Schmit circulated the track, he shouted, "I've got no brakes!" at photographer Kinney Jones. "I wanted to make sure Kinney knew why I was bogging around out there," Schmit joked. "I didn't want him to think I was lame."

As usual, **cherry pickers and sand baggers** were plentiful in the Junior and Intermediate classes. Several former pros competed in the Intermediate classes, and some even in the Junior divisions.

The **"No 250s" rule** in the Open classes was **strictly enforced** at this year's event. Riders spotted by trackside personnel during practice were black-flagged and given rain checks, but riders who managed to sneak into a moto were simply disqualified. Several empty gates could be seen in almost every Open class start.

Round 8: France

Seesaw

By John Dickinson

ST. MICHEL DE MAURIENNE, FRANCE, JUNE 24-25

The story so far... Following Team Fantic rider Tommi Ahvala's surprise win in the opening round in Luxembourg, the list of winners for the following six rounds reads: Tarres, Colomer, Tarres, Colomer, Tarres, Colomer. Fill in the winning name for the French round - the eighth in the 10-round series - and the sequence is naturally completed by Tarres. But it couldn't really be, could it?

Bet your bottom dollar it could, as the two Spaniards, now well clear of third-placed Ahvala, remain locked together in a tremendous battle for the 1995 World Championship. The battle is guaranteed to go right down to the wire.

The French story goes much deeper than another sequential win for Tarres, though. Jordi didn't just win in France, he totally annihilated his opposition, put them to the sword, skinned them alive and hung 'em up to dry with a final lap that must rate as one of the best ever witnessed in a World Championship event. A glance at the final totals is enough: Tarres 32, Colomer 60... Enough said.

Following the debacle that was the Spanish Round, just a week before, an organizational masterpiece was needed from the following French trials, staged in the neat mountain village of St. Michel de Maurienne. And that is exactly what they got. In fact, there were a few accusations that the French went right over the top in their quest for regimented perfection, but as the trial saw a spectacular exhibition of riding over some big-time sections, all official excesses were forgiven.

Parking space was at a premium in the small French town, and the parc ferme was in the local railway tracks with some trucks actually parked across the tracks! The 12 sections, with the now almost universally accepted three laps, consisted of one large eight-sub group, plus two rocky river sections and a final man-made obstacle, as is also becoming the norm, right in the town square.

Because of the steepness of the forested hillside where the main group of sections were situated, organizers had bulldozed a wide, flat area at the base of all the sections so that spectators could watch every sub with ease.

But while it was a spectator's dream, it was a minder's nightmare, as there were few places to stand safely in order to catch falling bikes and riders if they lost it on the big rock steps. All eight sections were very similar, being variations on steep climbs and drops on the bare bedrock of the hillside.

As on the opening day in Spain, there was little to choose between the top 10 finishers. Tarres had a narrow advantage over Colomer but it was nothing as Pons, Ahvala, Lampkin and Camozzi were all pushing hard.

On that opening lap, Colomer had been the first to make a mistake - fiving the second section which Tarres cleaned. But the positions were reversed at the fifth trap, where Colomer claimed the only clean as Tarres fived. Of the rest here, only Ahvala and Steve Colley even made a two - there were a handful of threes, and the rest were maximums.

The eighth sub, with a 25-yard near-vertical climb up bedrock, followed by a massive step at the end, was a triumph for Spaniard Joan Pons, who fired his big Gas Gas up for a superb single-dab ride. Only big Bruno Camozzi - who made a very shaky start - and Italian Stefano Dellio made it out for threes, as the rest of the stars failed.

The first of the river sections proved very difficult, containing many tricky large rocks which had been strategically positioned by the organizers. No one could do better than struggling threes on this, as Tarres, Colomer and Ahvala made sure of theirs. Doug Lampkin had fived the fifth and eight sections, and another maximum here had the young English ace thinking he was out of it. He recovered, however, to stay in contact with 26.

The remaining stream sub, plus the final two man-made hazards were polished off by most, although Colley had a silly five in the river where he ought to have been at home.

Several modifications were made to the sections before Sunday's two loops, and this included shortening the eighth section and removing several of the massive rocks in the ninth hazard. Just as in Spain, with the benefit of a lap's practice behind them, the real contenders instantly got their scores down the first time round on Sunday. Tarres and Colomer both meant business as they completed the loop on 10 and 12 marks - neither rider collected a single maximum.

Tarres cleaned the eighth section while Colomer mastered the altered

(Left) Jordi Tarres absolutely spanked the rest as he scored his fourth win of the season and retook the series point lead. (Below) While Tarres improved, Marc Colomer faltered. A terrible final lap saw him fall from contention.

ninth, both brilliant rides. And Lampkin was on the charge, halving his previous day's score with excellent one-dab rides on sections eight and nine to put the pressure on the leaders.

But Tarres had merely been warming up, waiting for his moment. Come the final loop, Tarres let them have it with both barrels. His lap consisted of two marks on the fifth sub and singles in six and seven for an unbelievable score of four that brought his total to just 32.

Colomer just went to pieces in the middle of the loop and by the time he recovered his composure, his scores had gone 5-3-5-5 and not even another brilliant clean on nine could do much to retrieve the situation. In fact, he only just kept Ahvala out of second as the Finn settled for a safe, rather than spectacular ride. Safe, as Ahvala only managed 10 cleans all weekend compared to Tarres' 21 and Colomer's 17. Clean or five is their motto!

With Tarres out on his own, there really was a bit of a scamper for the remaining podium places as only nine points separated the following four riders. Colomer just held on as Ahvala closed him down by playing the percentages in the difficult hazards. If a one was what it took to get through the sections safe, then Ahvala was happy to take it, rather than risking a five.

It was Lampkin who came out of the last lap worst, and it was again a very frustrated Doug who had to settle for fifth, behind a consistent Pons. Three fives in a row on sections eight, nine and 10 had put an end to Lampkin's ambitions.

Again in the points were teenagers Kenichi Kuroyama and Marcel Justribo, but just missing out was David Cobos, who scored well in his first-ever World Round a week earlier. Cobos had some big crashes on his factory Gas Gas. Young Cobos' mentor, Andreu Codina, let the youngster make his mistakes and crash big-time. When the dust settled and rider and bike had bounced to a halt, Codina would calmly explain to Cobos exactly why he crashed. CN

French World Trials
St. Michel de Maurienne, France
Results: June 24-25, 1995

OVERALL: 1. Jordi Tarres (G-G) 32; 2. Marc Colomer (Mon) 60; 3. Tommi Ahvala (Fan) 62; 4. Joan Pons (G-G) 66; 5. Doug Lampkin (Bet) 69; 6. Bruno Camozzi (Bet) 88; 7. Steve Colley (G-G) 90; 8. Kenichi Kuroyama (Bet) 93; 9. Marcel Justribo (Bet) 94; 10. Amos Bilbao (Bet) 102; 11. Takumi Narita (Bet) 103; 12. Diego Bosis (Bet) 104; 13. Donato Miglio (G-G) 105; 14. Christophe Camozzi (Bet) 113; 15. Dario Re Delle Gandine (Bet) 117.

WORLD CHAMPIONSHIP TRIALS SERIES (After 8 of 10 rounds): 1. Jordi Tarres (142/4 wins); 2. Marc Colomer (141/3); 3. Tommi Ahvala (110); 4. Doug Lampkin (90); 5. Joan Pons (84); 6. Donato Miglio (78); 7. Bruno Camozzi (69); 8. Steve Colley (58); 9. (TIE) Diego Bosis/Takumi Narita/Amos Bilbao (42); 12. (TIE) Marcel Justribo/Kenichi Kuroyama (37); 14. Graham Jarvis (32).

World Championship Observed Trials Series
Round 7: Spain

Like no other

By John Dickinson

BILBAO, SPAIN, JUNE 18

The Spanish round of the World Trials Championship was like no other, as the Saturday start was delayed until four o'clock in the afternoon after riders threatened strike action over a very poorly marked course.

When the action eventually did get underway, very few riders were mentally prepared following a day of uncertainty - indeed some were so upset by the day's proceedings that they simply couldn't get themselves into riding mood with Frenchman Bruno Camozzi, until now having a very impressive season, one of the worst affected.

For the first time, the Spanish World round was being held away from the Barcelona area, being staged on the outskirts of the industrial northern town of Bilbao. And it was a crying shame that after all the political chicanery that evolved after the sections were so poorly marked, the terrain actually had the makings of a superb trial.

But, with the course reduced from 14 to 12 sections, riders just had to grin and get on with the job on Saturday evening. The rider who coped best turned out to be Britain's Doug Lampkin, who put together a very composed lap, claiming the only clean on the third hazard which ended with a vertical climb over long, slippery grass. Doug's lap cost him 18 marks and, importantly, he incurred no time penalties. "Riding in the evening wasn't a disaster - at least it was cool," said Doug.

Lampkin dropped two fives on his way around the dusty, tortuous course, as did every other competitor with the exception of quiet Italian Donato Miglio. But Donato spoiled an otherwise excellent, controlled ride by picking up five time penalties.

World Champ Jordi Tarres was also in time trouble and his four marks for late finishing were eventually to cost him first place, plus the championship lead which he regained from arch-rival Marc Colomer only the previous week in Italy. And his plight would have been worse had not fellow factory Gas Gas rider Steve Colley let the World Champ into the final section ahead of him.

Said Colley, "That cost me three time marks and I'm pretty choked, but what else could I do?"

In a surprise second place at the end of the "evening trial," where last man Lampkin finished just after 9:00 p.m., was Italian Diego Bosis making it a Beta 1-2, closely followed by Fantic's Tommi Ahvala, 350 Gas Gas campaigner Joan Pons and Montesa's Marc Colomer.

Colomer, trying hard for his first World Championship and Montesa's first since Swede Ulf Carlson triumphed back in 1980, started brilliantly but ended the session shakily and his maximum in the final section - an ex-Bercy Indoor section with large rocks set on wooden pallets - was a real disaster as most of the top men had no problem here.

On Sunday there was something of a return to business-as-usual, although the weekend was now never, ever going to be a roaring success. But with all riders having settled down they were at least mentally ready for the remaining two laps and the standard of riding, from the championship contenders anyway, was greatly improved.

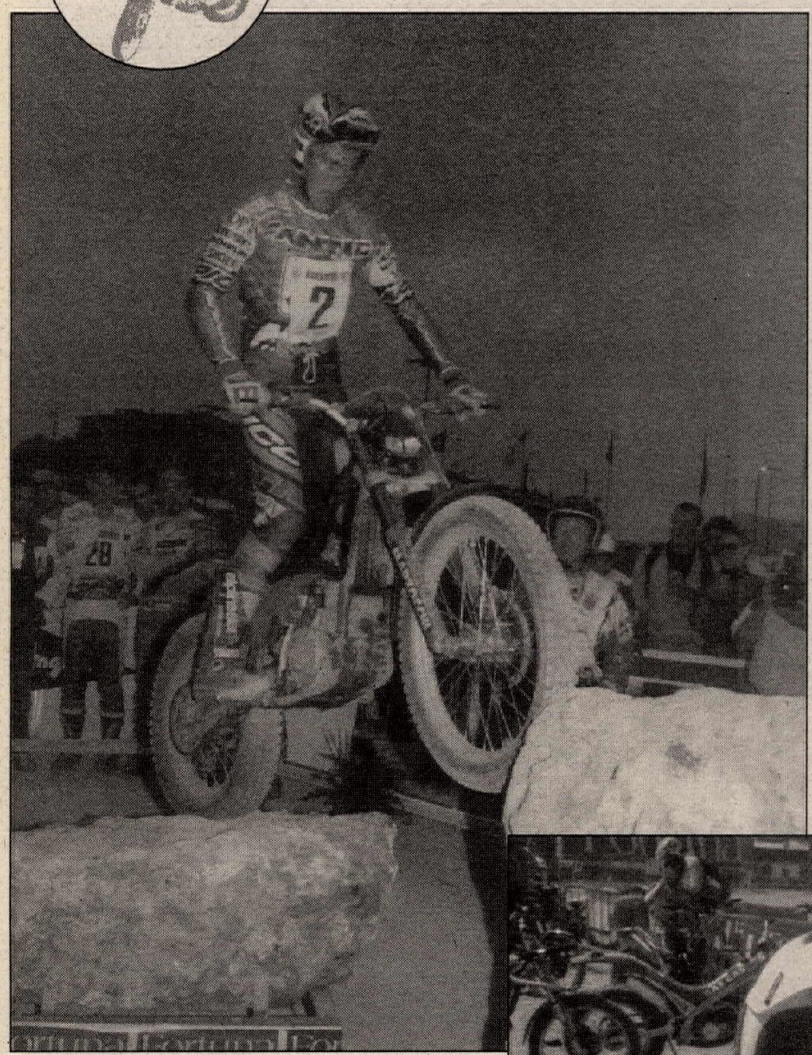
Tarres and Colomer were straight back into their championship dogfight and Jordi was actually in amazing form. His five on the very hit-or-miss third section was the only blot on his day's work when amazing laps of 10 and five only just saw him fail to catch Colomer who moved up from fifth overnight into the lead after the second circuit on Sunday morning.

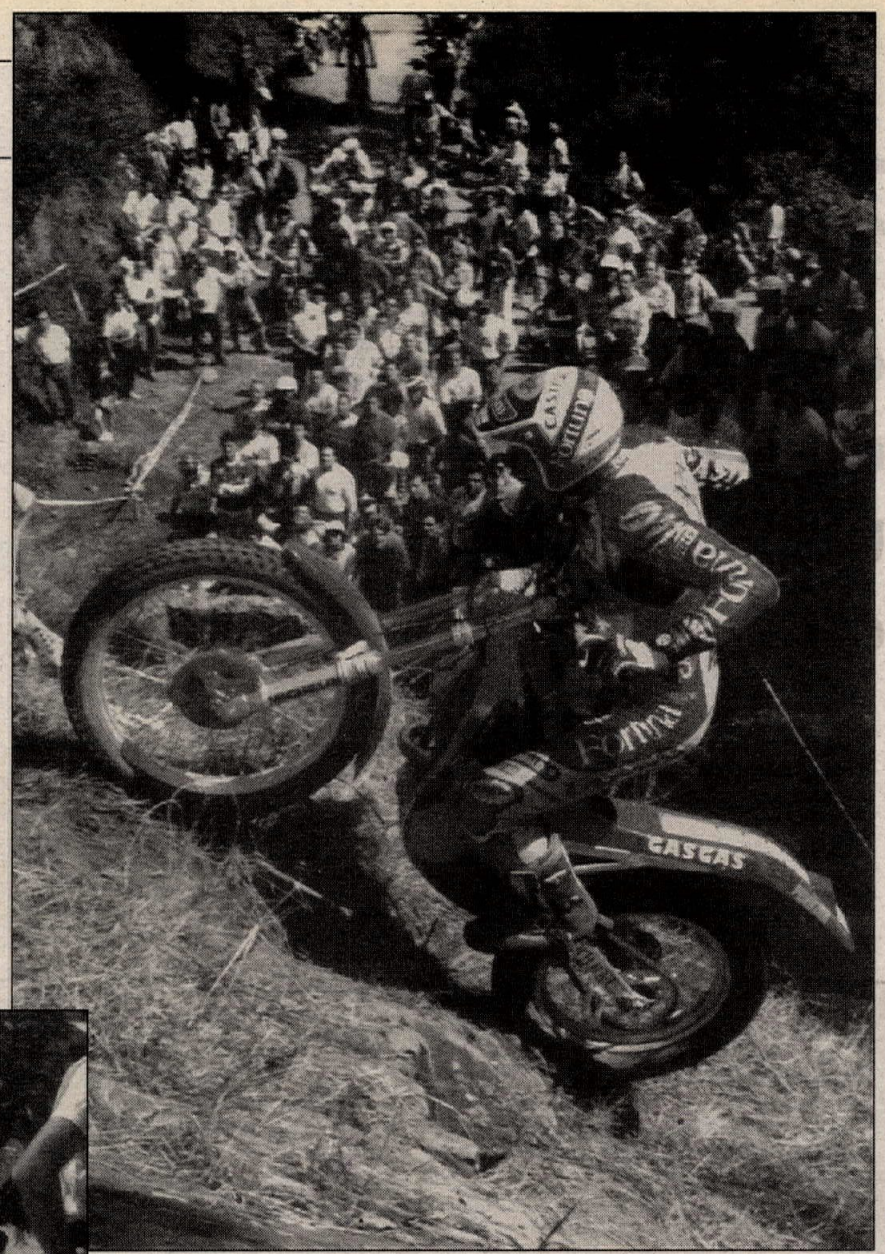
Overnight leader Lampkin failed to equal his earlier mental preparation and his Sunday ride was as difficult as his Saturday performance had been inspired.

Immediately after finishing - in a disappointing fifth - Doug, along with father Martin and cousin John, locked themselves into their trailer for a frank exchange of views. When he emerged,

(Above) Joan Pons finished fourth overall, and finally showed a flash of the brilliance that earned him second overall in '94. (Below) Montesa's Marc Colomer earned his third win of the season at the controvery marred Spanish World Round.

OBSERVED TRIALS
World Championship Observed Trials Series





(Left) Finn Tommi Ahvala balances en route to a third-overall finish in Spain. It is rumored that the Fantic factory rider will be aboard a Beta in 1996.
(Right) Six-time World Champion Jordi Tarres rebounded from a poor first lap to salvage second overall and remain in title contention.

(Left) Reigning American National Champion Geoff Aaron competed on the first day, but was eliminated on time. On Sunday, he served as a helper with the Beta team.

Doug was again relaxed. "To drop from first to fifth was a disaster. If I had moved up from 10th it would have looked different," said Doug. "I don't know what went wrong today. I rode the hard bits very well and then threw it away on stuff I could do blindfolded."

Tommi Ahvala, rumored not to be not totally happy with Fantic, was keeping the top two in sight, and a potentially spectacular final loop was only spoiled when he fived the easy ninth sub.

Joan Pons, the straight-faced Spaniard who is riding out of Italy this year, certainly finished with a flourish, as he matched Tarres on five marks for the last lap. These were the two best scores of the day and the feat earned Pons a clear fourth place.

Less happy was Steve Colley who complained bitterly about the observing in Spain - and he was backed up in this assessment by all the top riders. "On the second lap I was crucified," moaned Colley. "I rode exactly the same on the final loop and lost just 11. In these circumstances, I guess I'm happy with seventh." Sixth-placed Donato Miglio was once again a model of consistency with laps of 20-22-21 telling the story.

Colomer was not ecstatic in his winning glory. "It's good to win but this was a terrible trial for Spain. I don't know what to say, really. I saw some terrible observing."

And Tarres was in a similar frame of mind, even though he had moved up from overnight eighth to claim second. "Saturday was bad for me, but on Sunday, I think maybe the observers took it out on the riders for the problems."

Further down the order, 17-year-old Marcel Justribo followed up his seventh place in Italy with eighth in Spain. The Beta rider looks set to justify the faith that the Spanish had in him when he arrived on the scene last year. Diego Bosis failed to match his Saturday form as his second overnight melted to ninth. CN

Spanish World Trials
Bilbao, Spain
Results: June 17-18, 1995

O/A: 1. Marc Colomer (Mon) 40; 2. Jordi Tarres (G-G) 42; 3. Tommi Ahvala (Fan) 43; 4. Joan Pons (G-G) 49; 5. Doug Lampkin (Bet) 64; 6. Donato Miglio (G-G) 68; 7. Steve Colley (G-G) 73; 8. Marcel Justribo (Bet) 77; 9. Diego Bosis (Bet) 80; 10. David Cobos (G-G) 102; 11. Bruno Camozzi (Bet) 103; 12. Kenichi Kuroyama (Bet) 105; 13. Joachim Hindren (G-G) 106; 14. Piero Sembenini (Bet) 108; 15. Amos Bilbao (Bet) 109.
WORLD CHAMPIONSHIP TRIALS SERIES POINT STANDINGS (After 7 of 10 rounds): 1. Marc Colomer (124/3 wins); 2. Jordi Tarres (122/3); 3. Tommi Ahvala (95/1); 4. Doug Lampkin (79); 5. Donato Miglio (75); 6. Joan Pons (71); 7. Bruno Camozzi (59); 8. Steve Colley (49); 9. Diego Bosis (38); 10. Takumi Narita (37); 11. Amos Bilbao (36); 12. Graham Jarvis (32); 13. Marcel Justribo (30); 14. Kenichi Kuroyama (29); 15. (TIE) Joachim Hindren/Gabriel Reyes/Jose Antonio Benitez (7).

Briefly...

French rider **Jean-Luc Nictou** was taken on a stretcher from the sixth section to the hospital on Sunday following a nasty crash that almost saw him lose an eye. Nictou fell face-down onto a tree-branch that had been broken off and the twig pierced his face just below the eye. In shock, as the blood was blinding him, Nictou was taken to the hospital where a broken cheakbone was the initial diagnosis. Reports have it that the eye is okay.

Top American rider **Geoff Aaron** turned up in Spain, awarding himself a short burro trip after finishing his college exams. Aaron rode a Beta provided by Spanish importer Trueba, but was eliminated on Saturday for exceeding the time limit. He fived 11 of the 12 sections but made a two in the ninth. Aaron acted as assistant on Sunday to the Spanish Beta squad and reckoned that he learned a lot just watching the top guys in action. Aaron did not know how long he would remain in Europe or what trials he would ride.

Revolt

A unique rider protest, initiated and backed by the manufacturers, collapsed spectacularly prior to the opening lap of the Spanish World Trial when the manufacturers did a late U-turn and also instructed their riders to vote for no action.

Representatives of the Gas Gas and Montesa factories whipped up the rider protest on Friday evening when no route marking or section marking was in evidence at the Bilbao venue. All riders met on Saturday morning when Malcolm Rathmell, representing the Scorpa factory, confirmed that no further work had been done to the course after an inspection.

Each country then elected a rider representative who, along with a representative from each factory present, signed a document which stated that they would not start the trial until the sections had been inspected and passed as fit to ride by a delegate.

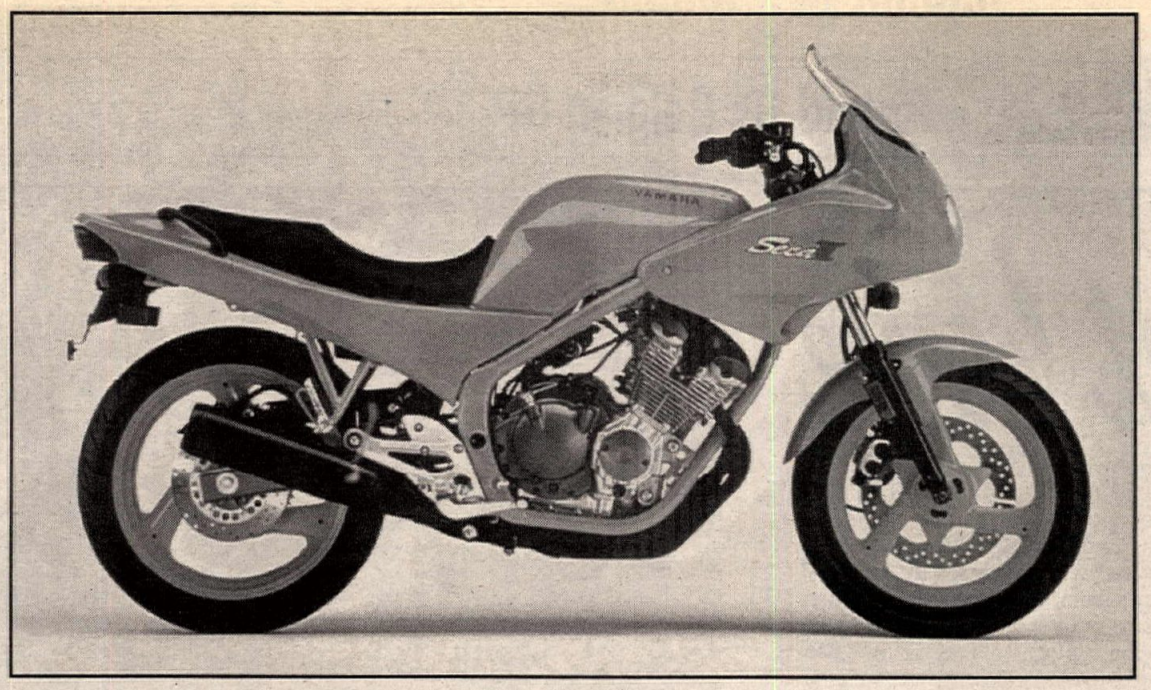
The FIM Jury returned from their course inspection half an hour after the trial was due to start and conceded that the riders had a good point as they had only seen eight sections (from an original 14) and they were not happy with what they had seen.

A vote for action was then taken by the 13 representatives and this was when it all broke down as the factories suddenly (except Scorpa) voted to start at 4:00 p.m. without any further section previews. It represented a massive climb-down and left everyone with egg on their face. Rathmell, Italian rider representative Miglio, British representative Colley and French representative Bruno Camozzi were all furious and remonstrated strongly with the factories who had put pressure on Ahvala (Finland), Narita (Japan) and Bilbao (Spain) to vote with them - despite certainly in Ahvala's case, being told by his fellow Finns to go along with the earlier proposal.

Rathmell said, "We have all been made to look stupid by the Spanish. Why did they wind everyone up and sign a document if they didn't have the nerve to back it up?"

·1995·

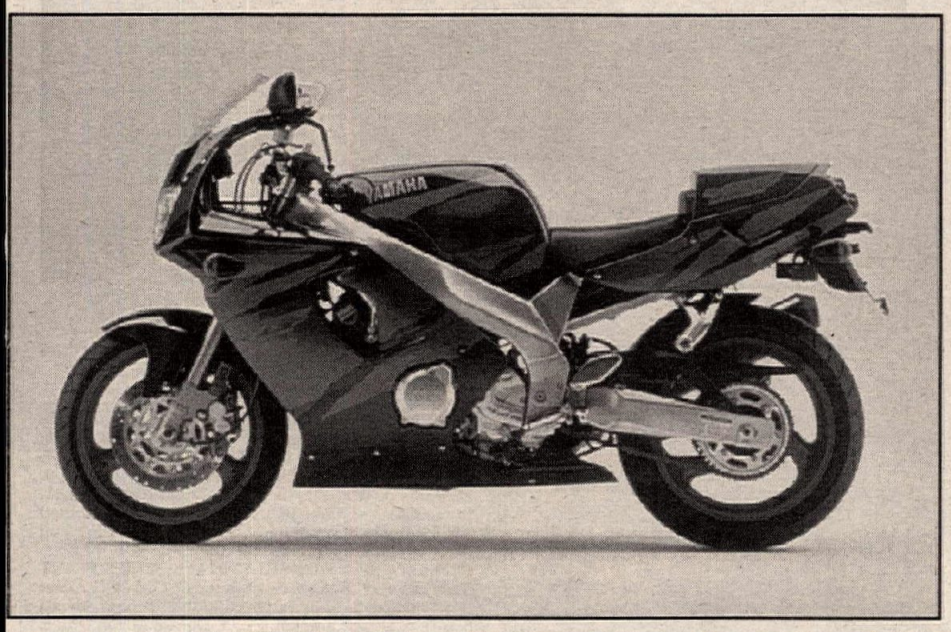
SECA II



Seca II is a motorcycle that instantly became one of "the best" right from the beginning. It was so well received, it went from a complete unknown to "one of the best selling" motorcycles in a single season. Then it won a "Best Buy" award from Cycle World magazine. And another one from Motorcyclist. • Some owners feel it's "the best" because they like the high performance angle: Seca II is powered by a Genesis-inspired 598cc engine with inclined cylinders. The cylinder angle lowers the center of gravity for improved handling. Another advantage of tipped cylinders is the utilization of straight fuel induction and true downdraft carburetors. This combination delivers the best low-end torque, solid mid range power and outstanding high rpm performance. Hook that power up with smoothly spaced six-speed transmission, add a four-into-two criss-cross exhaust and Seca II riders get the best overall powerband, whether they're in town or out exploring a challenging back road. • No matter how you add it up, there's a lot of satisfied riders out there. They all have the same reason for choosing the Seca II. It's simply "the best". •

·1995·

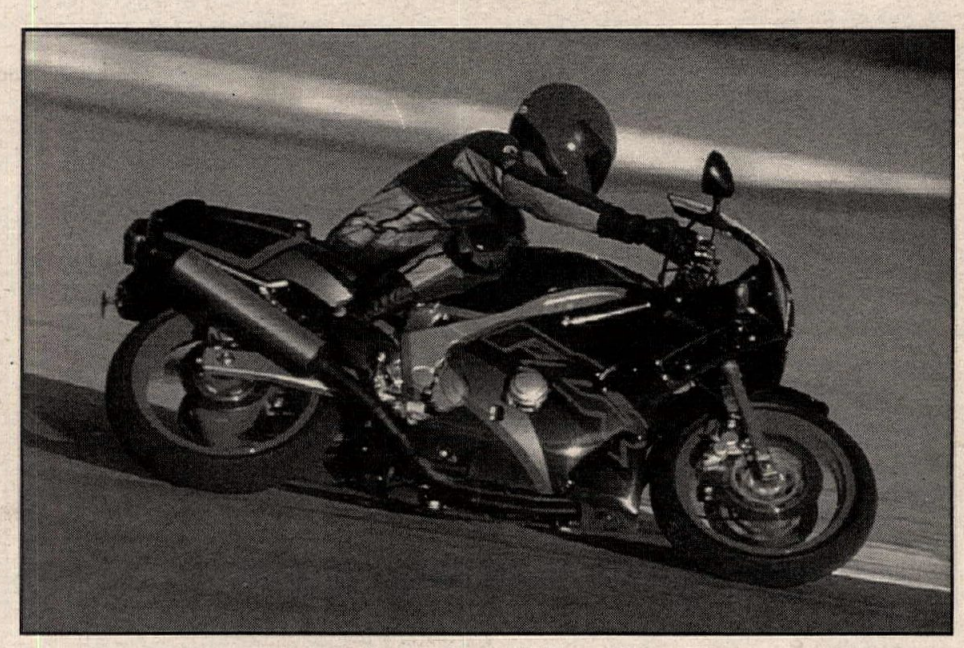
YZF 600R



Right on the heels of the YZF750R, the newly crowned 750-class sport-performance King, comes the equally exotic YZF600R. This new middleweight challenger blasts into the arena (at barely over 400 pounds), with some very powerful punches: three-digit horsepower, ultra-responsive handling, outstanding suspension and high-profile styling. • The new YZF600R. Impressive power, inspired handling and sharp-edge looks. It delivers the performance required by riders who accept nothing less than the extreme.

·1995·

FZR



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YAMAHA

Round 10: Belgian GP

Home sweet home

By Alex Hodgkinson

KESTER, BELGIUM, JUNE 25

The World 250cc MX Series suddenly isn't as close as it used to be, as Belgian Stefan Everts dominated his home GP at the gruelling Kester track 20 miles west of Brussels to open up a 41-point lead at the head of the standings.

Fellow Belgian Marnicq Bervoets completed the celebrations for the 15,000-strong partisan crowd with a brace of seconds, and Great Britain's Kurt Nicoll stayed in the hunt with third overall.

It was an awful day for the U.S. challengers. Bob Moore only managed half a lap of racing and, although he stayed second in the standings, Tallon Vohland took home just five points.

The Belgian GP was always going to be a cauldron with the armies of frenetic rival supporters at the trackside, and on Sunday afternoon the sun appeared just in time to make it even hotter.

Bader Manneh holeshot for the first time all year, but was soon at the back of the pack. "I locked bars with (Joakim) Karlsson halfway around the lap," Manneh said. "He stayed on." The American got back to a thankless 16th with a last lap-pass on Eliasson.

Even earlier, a horde of riders had gone down on the step-up jump exiting turn three. "There was a collision on the left and the pile of bodies just kept getting wider," explained Mark Eastwood. "I nearly got through on the right, but I had to give it a big handful and it threw me off the back."

Frederic Bolley and Peter Iven were the only top-15 men involved, but the Belgian privateer went no further. Iven was fortunate that Eastwood had the presence of mind to run over and press his kill switch before the Belgian's hand, trapped in his own rear wheel, got ripped off.

The first-lap carnage was still not over.

During the interval, Michel Rinaldi admitted that his team's last chance at the crown was gone. "Bob (Moore) says he came to some braking bumps halfway round the lap and they were so deep that his front wheel fell right in." Moore was thrown against metal track-marker stakes as his Yamaha somersulted along the track, taking out more riders. Moore would not start race two. Rinaldi said, "Nothing appears to be broken and he has feeling in his legs, but he has so much pain in his hips and thighs that he can't even walk."

Werner Dewit edged out Manneh at the first turn to lead, but it took only two laps for Everts to make a clean pass on Nicoll and then move into the lead. His only danger came in the final minutes as Bervoets closed, but the Suzuki rider was never allowed to get too close.

Nicoll stayed second for half an hour. "The tires were moving on the mousse and it wasn't nice. They didn't do it last week, but it's hotter today."

Dewit was in fourth when he crashed out at 25 minutes and was taken away with a knee injury which would end his racing for the day and his championship challenge for the year.

Peter Beirer's hopes of another podium finish had been wrecked after a quarter of an hour. "I was sixth after the early sort-out, but I couldn't get past Vohland and he was holding me up. His front wheel washed out in the end and I was soon back on Bervoets, but then I made a mistake. I was soon back up, but it cost me a place to Tragter and I lost contact to the leaders. I didn't rush at Tragter. It would've been impossible to get anyone else so I saved my energy. He always gets tired in the last 10 minutes."

Vohland was a distant 11th. "I got dirt in my goggles when I fell, so I had to throw them away. I could've coped with that, but the clutch lever got bent round so far I couldn't reach it anymore. I tried to ride without it as much as I could."

The Belgian GP would be the cutoff for the top 15 who get expenses to the Venezuelan GP on July 17. Danny Theybers, 16th on points, got thrown into the fence on the first lap and filled the silencer with sand to spoil his chances. The riders ahead of him, Giesbers, Scevenels and Bolley, all scored to consolidate their chances, while Paul Cooper, his hopes spoiled in the UK rounds by flat tires and broken wheels, was on a mission. After chasing through the pack to seventh he had reduced the deficit on 15th-placed Bolley to 11 points. A decent start in race two could earn him some air tickets.

The second race battle for the win was exhilarating.

Everts holeshot but Bervoets was second and Vohland third. Neither wanted to let the leader get away.

Vohland was on the gas after his disappointing first moto, swept past Bervoets and closed onto his teammate's rear wheel. "I was trying to take some different lines to avoid getting roosted and I got cross-rutted on a jump and went down," said Vohland. "The bike came down on me as I landed and I hurt my left foot. I don't know if anything's broken yet, but it wasn't too painful when the medics pressed on it later. I think I just cracked the small bone on the top of the foot."

His departure was the signal for Bervoets to charge and at 25 minutes he swept past Everts for the lead. Everts was not worried. He watched Bervoets' lines for two laps, found a section where he could gain 20 yards and the inside line at the turn and romped away for another win.

Tragter was a distant third and Nicoll a very lonely fourth after finally getting past the obstructive Jorgensen.

The Dane was not a popular man.

(Above) Stefan Everts won both motos in front of his home crowd at the Belgian 250cc MX GP. In doing so, he opened up his lead in the series standings to 41 over Tallon Vohland.
(Left) Crashes hurt Vohland's effort at the Kester track. He managed to scrape up just five points on the day, as compared to Everts' 40-point production.

(Left) Brit Kurt Nicoll was the first non-Belgian finisher, grabbing third overall with a pair of third-place finishes.
(Right) Marnicq Bervoets made it a Belgian 1-2 punch by finishing second overall via 2-2 moto finishes.
(Below) Former champ Pedro Tragter went 5-4 on the day for fourth overall.

"I got a good start," said Beirer, "and Jorgensen just wiped me out at the first turn." After getting back into the points with a furious ride through the pack, the German tangled with Manneh and eventually had to settle for a last-lap pass on Van Wessel for 13th. Beirer jumped to fifth in the table, but his points deficit on Everts had increased to 86, and, with only five GPs remaining, his outside title hopes were gone.

Manneh hung in there for his first score since April.

The battle for the tickets to Venezuela was clear-cut in the end.

Cooper was soon out of the race after a rock split his fuel line, but Theybers got his best score of the campaign to regain 16th in the standings. Unfortunately for him, all of the riders just ahead of him ensured their expenses-paid trips. CN

Belgian GP
Kester, Belgium
Results: June 25, 1995

MOTO 1: 1. Stefan Everts (Kaw); 2. Marnicq Bervoets (Suz); 3. Kurt Nicoll (Hon); 4. Peter Beirer (Hon); 5. Pedro Tragter (Suz); 6. Joakim Karlsson (Hon); 7. Paul Cooper (Hon); 8. Miska Aaltonen (Hon); 9. Jaimy Scevenels (Hon); 10. Jesper Kjaer Jirgensen (Suz); 11. Tallon Vohland (Kaw); 12. Rob Herring (Hon); 13. Frederic Bolley (Yam); 14. Leon Giesbers (Suz); 15. Peter Nijs (Hon).

MOTO 2: 1. Stefan Everts (Kaw); 2. Marnicq Bervoets (Suz); 3. Pedro Tragter (Suz); 4. Kurt Nicoll (Hon); 5. Frederic Bolley (Yam); 6. Rob Herring (Hon); 7. Peter Iven (Kaw); 8. Danny Theybers (Hon); 9. Jaimy Scevenels (Hon); 10. Jesper Kjaer Jirgensen (Suz); 11. Bader Manneh (Hon); 12. Miska Aaltonen (Hon); 13. Peter Beirer (Hon); 14. Willie Van Wessel (Suz); 15. Joakim Karlsson (Hon).

O/A: 1. Stefan Everts (Kaw); 2. Marnicq Bervoets (Suz); 3. Kurt Nicoll (Hon); 4. Pedro Tragter (Suz); 5. Peter Beirer (Hon); 6. Frederic Bolley (Yam); 7. Rob Herring (Hon); 8. Jaimy Scevenels (Hon); 9. Miska Aaltonen (Hon); 10. Jesper Kjaer Jirgensen (Suz).

WORLD CHAMPIONSHIP 250cc MX SERIES POINTS STANDINGS (After 10 of 15 rounds): 1. Stefan Everts (280/4 wins); 2. Tallon Vohland (239); 3. Marnicq Bervoets (236/2); 4. Kurt Nicoll (234/1); 5. Peter Beirer (194); 6. Bob Moore (183); 7. Werner Dewit (180); 8. Andrea Bartolini (149/2); 9. Pedro Tragter (137); 10. Yves Demaria (98/1); 11. Peter Iven (96); 12. Joakim Karlsson (86); 13. Frederic Bolley (67); 14. Jaimy Scevenels (67); 15. Leon Giesbers (61); 16. Danny Theybers (53); 17. Miska Aaltonen (51); 18. Paul Cooper (47); 19. Remy Van Rees (34); 20. Rob Herring (34).

Upcoming Rounds:
Round 11 - Maracay, Venezuela, July 16
Round 12 - Gdynia, Poland, July 30

Briefly...

Marcus Hansson has split with Georges Jobe. Asked if the World 500 Champion would be able to race again soon, Jobe said, "I don't know. Not in my team anyway. Our contract is over." The Swede's only ride in public were two practice laps at the Belgian Easter Trophy. His hopes of a comeback at last month's Swedish GP were dashed by doctors who advised against riding after a brain scan. Hansson suffered concussions and other head injuries at the Leipzig SX in January and again in a freak accident on a trials bike with Jobe in February. Bouts of sleepiness and headaches were eventually traced to a dislocation of the neck and consequent reduction of the oxygen supply to the brain, but not until two months later, and the long delay in treatment is still affecting Hansson. "I don't know when I will be able to ride," said Hansson on the phone from Sweden. "I returned all of my bikes and spare parts to Georges several weeks ago. He didn't say much."

Fuel samples taken from **Dave Strijbos** and **Jargen Fink** during qualification at the British 125cc GP have both shown excessive lead content. Strijbos already ordered a counter-test which showed an acceptable amount of lead. He has signaled an appeal, claiming contamination in the testing procedure. If the riders are ultimately disqualified, Strijbos will lose 21 points and drop to fifth in the standings with 129 points behind Jimmy Button's 144 and Sebastien Tortelli's 134. The gap between championship leaders Alessandro Puzar and Alessio Chiodi shrinks by one to 49 with scores of 259-210.

Bader Manneh drove the Pepsi truck to Belgium himself after missing the Irish GP. The American has not scored since the Italian GP, where he was the fastest qualifier but retired on the first lap of both motos with a sticking throttle because of water in the carburetor. "I didn't know until I got to England that they had already decided to miss the Irish GP and I already had a flight ticket paid for, for that race. I heard nothing since then so I phoned midweek and asked if I could have my bikes and the truck for the weekend. I am here with my girlfriend and two friends to work on the bike."

Andrea Bartolini only did two laps of practice on Saturday before deciding that his cracked collarbone was too painful for him to race. **Yves Demaria** was also still out but confirmed that he will return in Venezuela, which is at least some consolation for Michele Rinaldi who then saw his lone remaining rider Bob Moore crash out on the first lap of racing. All three have qualified for the traveling expenses to Venezuela, so if any of them don't ride there will at least be plenty of spares for the surviving members of the team.

AMA official **Bill Amick**, FIM Jury president at Kester, said that the American federation would soon be asking riders if they would be available for selection for the Motocross des Nations. "Duke Finch will be contacting American riders both in America and Europe. It is not out of the question that the AMA could send a team composed entirely of GP riders with **Bob Moore** on 125, **Tallon Vohland** on 250 and **Trampas Parker** on 500." The Sverepec facility in Slovakia, which will host this year's event, is a natural terrain track.

Jan De Groot admitted that he could provide machinery for **Stefan Everts** to ride in any class of the Nations for Belgium. The 250cc GP points leader is in a four-man squad with Suzuki teamsters **Marnicq Bervoets** and **Werner Dewit** and 500cc GP pacesetter **Joel Smets**. The expected lineup is Everts (125cc), Bervoets (250cc) and Smets (500cc). De Groot also opened up some interesting possibilities for the French team. "When we were all on Hondas a couple of years ago already Mikael Pichon used to ride a 500 regularly, and ride it very well," said De Groot. This could be the answer to the French dilemma over the 500cc berth now that Yves Demaria has switched to Yamaha, but the selection of Pichon on a big-bore Kawasaki could upset the rest of the team; last year **Frederic Vialle** was drafted in at the last minute on 125 when Demaria refused to race in the same team as Pichon after personal differences. But this year France could run **Sebastien Tortelli** on 125 while **Frederic Bolley**, the mainstay of last year's French Nations effort, is gradually getting back to form and could ride a 250 again in preference to Demaria. Other than Pichon, the only alternative for the 500 ride would appear to be Vialle. The Brits are set to defend the title with the same lineup of **Paul Malin** (125cc); **Rob Herring** (250cc) and **Kurt Nicoll** (500cc), though **Paul Cooper** and **Mark Eastwood** are also in the squad. Italy is the other contender, but they too have problems filling the 500cc berth. **Alessandro Puzar**, **Alessio Chiodi** and **Andrea Bartolini** should clearly divide the 125cc and 250cc berths between them. **Franco Rossi** won a GP at Sverepec three years ago but is now past his best. **Attilio Pignotti** is their best man in the 500cc GP series, while **Michele Fanton** is another possible.

Looking back, looking forward

COMING TO

By Johan Vandekerckhove
Photos by Gold & Goose

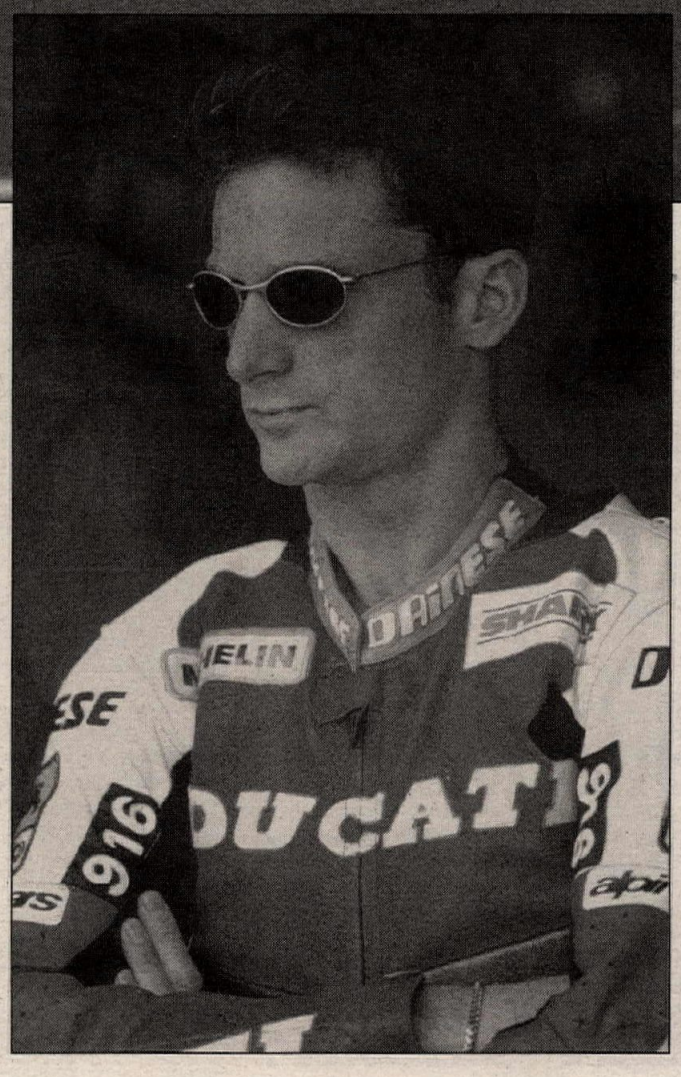
For most of the riders rolling into the paddock of Laguna Seca during the third week of July, the California track is a jump into the unknown. In 1991, the last time the World Superbike calendar included an American round, Doug Polen won both races at Brainerd, topping an impressive lineup of riders such as Scott Russell, Stephane Mertens, Rob Phillis, Fabrizio Pirovano and Fred Merkel. Some of them are still battling for Superbike gold, others are trying their luck in different categories, and there are those who are watching the grass grow in their backyards as they have retired from racing.

Some of the youngsters who are now filling up the top positions in the point standings were still gathering national experience back in the days that Polen ruled the world. In short, Laguna Seca is unknown ground for most of the top runners. But then again, the Superbike season up to now has been a succession of surprises and unexpected twists, even though the point standings might fool you into thinking the opposite. Rider contracts and technical regulations are likely to change from one day to the next, and managers and engineers were sent hurrying to find an immediate solution for the twist in fate. But looking at it from a distance, everything seems to fall into place - more or less. Here is a short account of how things have gone thus far in 1995.

This, the eighth season of World Superbike racing, was expected to be one of the most prestigious editions ever. Ducati, Kawasaki and Honda continued their efforts in the class, while Yamaha, Bimota and even Suzuki were ready to jump in. Six constructors battling it out for one title - even the Grands Prix couldn't offer all of this.

And this evolution didn't go unnoticed by the two-stroke emperors, Dorna and IRTA, who retaliated by creating their own four-stroke championship (pardon me, trophy) in Grand Prix racing. The Thunderbike Trophy was set up to be a battleground for former Grand Prix stars such as Wilco Zeelenberg on the one hand, and up-and-coming young four-stroke specialists on the other. Only Stephane Mertens (14th in last year's

(Above) The World Superbike Championship began with Carl Fogarty (1) winning both legs at Hockenheim in Germany. (Right) Carl Fogarty has a healthy lead in the World Championship, a lead that isn't expected to dwindle much by the time the series ventures to Laguna Seca Raceway for the seventh round of the championship.



Superbike World Championship) defected and joined the ranks of the Thunderbikes. World Superbike racing was definitely making its mark. And that's one reason why the news that the official Honda team had parted company with Doug Polen only two weeks before the first race was both unexpected and unfathomable.

Honda, which had invested a lot of money into the World Superbike program, was ready to have a go at the title after a rookie season of feeling their way around...but with only one rider. The official reason for the decision was never given, but Polen's performance on the banks of Daytona International Speedway had been his last aboard a factory Honda. This was definitely one of the pieces that was missing from the 1995 World Superbike jigsaw puzzle. Even more puzzling was the fact that Honda didn't seem to have anybody limbering up to take over the second bike in the Honda Castrol team.

At every race, Honda announced that a final decision would be made "in a few days." After Japanese test rider Satoshi Tsujimoto showed up in Monza and Albacete, valiantly trying (mostly in vain) to get into the top 15, HRC had to admit that they still had not found a worthy replacement for Polen. John Kocinski and Eddie Lawson's names were thrown into magazine headlines but, according to Honda, this was the fruit of some journalists' wild imaginations. At the time of this writing (just after the Albacete round), it is still unknown who may end up helping Slight in his struggle for a title. But maybe at the Salzburgring...

Polen, on the other hand, had contacted his former employers at Bologna only a few days after his parting with Honda.

Unfortunately, no factory bikes were available. But just before the German round at Hockenheim, the Texan finally found a solution in the German DNL team.

It was a wonderful time for Superbike reporters and, among the pen pushers, the word "whodunnit" got a future tense: "Who'll replace him?" After the Polen story, another drama unfolded with Bimota. After the first race in Donington, factory Bimota rider Terry Rymer decided to end his collaboration with the Italian team, saying that he was deeply disappointed by their lack of preparation of the fuel-injected SB7. The project, which had only gotten the green light in the month of February, seemed well on its way to being still-born as the Brit failed to qualify in Germany. For the following races, Bimota hired the services of test rider Gianluca Galasso and South African motorcycle (and now also car) racer Russell Wood.

The biggest surprise, however, came a few days after the Donington round, when Lucky Strike Suzuki announced that they had signed Scott Russell as a replacement rider for the retiring Kevin Schwantz. The 1993 World Champion had tested the Suzuki a few days before the Donington round, and had crashed the bike, injuring his foot. In the Donington paddock, he told everyone that he had hurt himself in a mountain biking accident. Superbike team owner Rob Muzzy didn't intend to go down without a struggle, but his efforts only prevented Russell from participating in the first day of practice for the Italian GP. Still, according to Muzzy, the matter is in the hands of attorneys and he is now watching his team try to survive the loss of their flag-bearer.

(Above) Close racing is World Superbike's forte. (Left) Italian Mauro Lucchiari (center) won both legs in his home race at Misano.

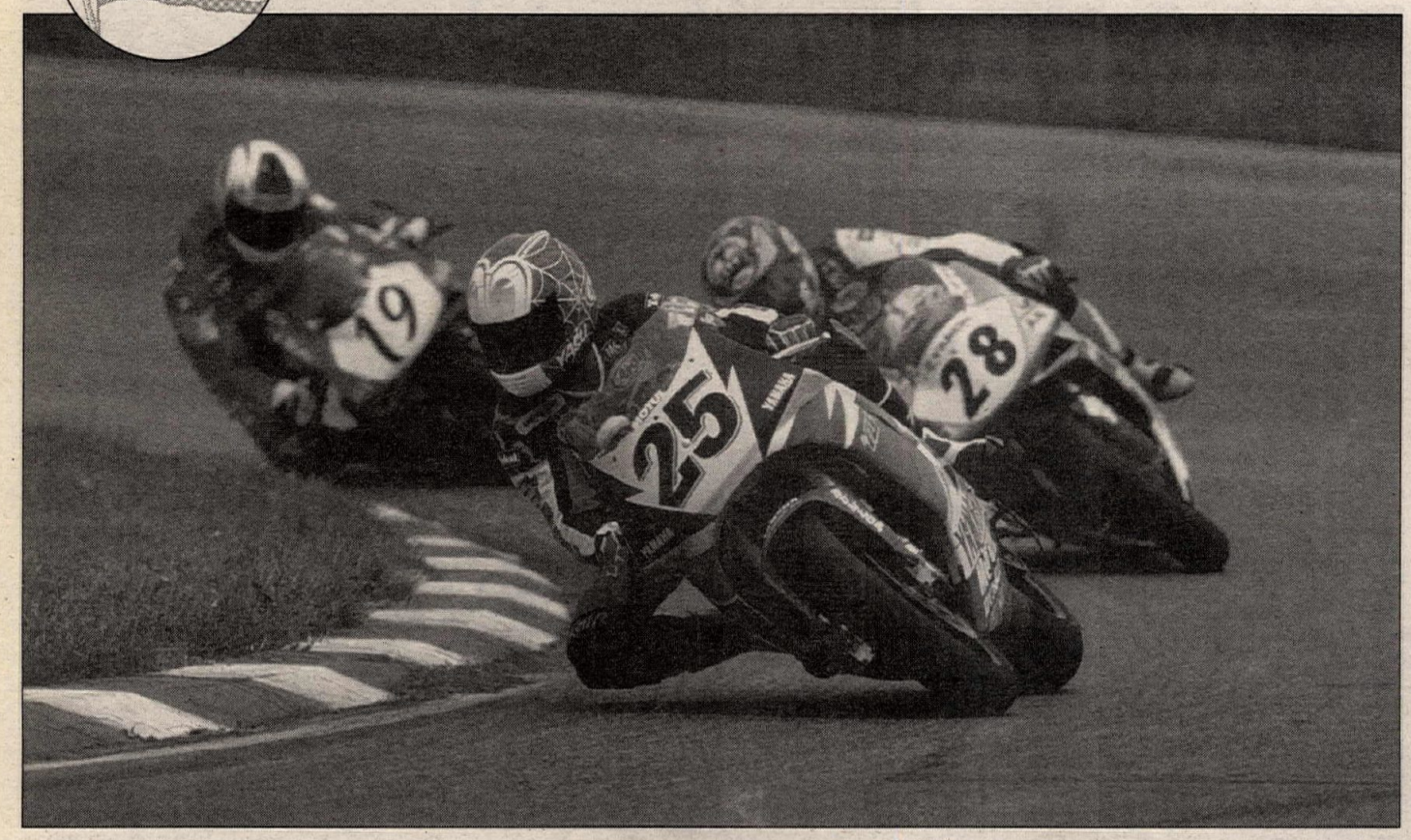
Russell's teammate Anthony Gobert was thrown into the deep end (after having been contacted himself by Lucky Strike before the Russell deal was inked). According to team manager Steve Johnson, the team will concentrate on the young Australian and won't look for a second rider until after the Japanese round at Sugo.

Russell and Gobert weren't the only names which had circulated in the Grand Prix paddocks over the last few months. Other candidates were also checked out by the Lucky Strike camp and also by Marlboro Yamaha as their relationship with Luca Cadalora began to sour.

One might wonder if these attempts to purge talent from World Superbike racing should be viewed as a good thing or a bad thing for superbike racing. Until recently, World Superbike racing was viewed as the end of the line for former Grand Prix riders like Raymond Roche, Marco Lucchinelli or Stephane Mertens. But things have definitely changed with the arrival of some angry young men

AMERICA

Looking back, looking forward



such as Troy Corser, Gobert and Colin Edwards II. The superbike school is creating its own legends now, and superbike racing is desperately hoping that they can be persuaded into staying with the four-stroke class instead of wandering off into the glamour world of Grand Prix racing.

But there is another factor involved: Scott Russell said that his decision to quit World Superbike would have been more difficult if he still had a chance to win the title. With the Kawasaki ZXR750R in its final year of active service, Russell was also hampered by problems with his Dunlop tires. But that wasn't the entire problem. With Fogarty, Corser and Mauro Lucchiari and their Ducatis showing everyone the way in the opening rounds, something had to be done to level the playing field. And something was done between the Donington Park (Russell's last race) and Monza rounds.

After consultation with Flammini, the FIM decided to finally do something the Japanese constructors had long been pleading for - a change in the minimum weight requirements. Still, the unannounced decision by the FIM to lessen the weight difference between the twins and four-cylinder machines from 33 pounds to 11 pounds was received with mixed emotions by all concerned - especially as the new rule was to take effect immediately.

During the Monza race weekend (only four days after the FIM's announcement), the representatives of the Japanese constructors called for an emergency meeting with the FIM and Flammini; they were concerned that the rule had been introduced without them being consulted. In the paddock, the reactions ranged from moderately happy (the diplomatic team managers), to unhappy (most riders of Japanese four cylinders), to extremely unhappy (everyone associated with a Ducati).

The riders argued that FIM should have at the very least made the weight limit the same for every homologated motorcycle (much like the AMA did last year), and some argued that the capacity limit should also be changed. Ducati engineers, meanwhile, showed a study carried out by an independent (Italian) university stating that four cylinders should yield much more horsepower than they were currently producing, suggesting that the Japanese engineers should do a better job with their homework in the future.

On the track, however, nothing much changed, partly because most of the factory Ducatis weren't even trimmed down to the former weight limit. The extra weight could simply be stowed away in a handy place, lowering the bike's center of gravity.

It will be very surprising if Carl Fogarty's lead position in the World Championship comes under attack when the superbike riders arrive in the Laguna Seca paddock.

After five rounds, the Brit had amassed a 95-point lead over second place. The World Champion has clearly demonstrated in the first half of the season that the 916 has reached its cruising speed. After a painless maiden year in 1994, the new Ducati has proved to be reliable, almost unbeatable and the very best on both fast and slow race tracks. To make matters worse for the competition, Fogarty seldom makes mistakes, especially when he is able to pull away from the pack in the early laps.

Slight has proven to be able to cope with the extra pressure of being the sole rider in the official Honda team.

The New Zealander has only had one off day, scoring only three points in Misano after the Japanese suggested he try some specially developed suspension parts. The Kiwi had his finest day as a Honda rider when he took the RC45 to its first-ever World Superbike victory in Albacete, Spain. Since Monza, the bike has been fitted with power-boosting engine parts, fixing Slight's only real problem with the bike.

Without any doubt, Pier-Francesco Chili is the surprise of the series. The former Grand Prix 250 and 500cc rider had no problems whatsoever in adapting his style to the Ducati 916 (after having competed in some races aboard a Supermono in 1994) - and he even raced to victory in Monza. The blonde Italian has only one problem - he tends to forget how the clutch works when the lights turn to green, and he's already lost valuable points just because of his slow starts.

Veteran Fabrizio Pirovano hasn't had a bad year either on his Taurus Ducati, especially after having had a terrible 1994 as a factory rider in the Tardozzi-led team. The "'pocket rocket" from Milan, Italy, is now falling into his old habits again - incredible consistency which earned him several rostrum finishes in his first years of World Superbike racing. Pirovano scored his best result of 1995 in the first heat at Hockenheim when he was second to Fogarty.

AMA Superbike Champion Troy Corser was tipped as one of the main title candidates at the beginning of the season. On the track, the Australian hasn't fallen short of those expectations. He nearly won at Donington Park, and also did very well in Misano. A disastrous Monza weekend (with crashes in both races) made him lose bunches of points - and that costs dearly in World Superbike racing these days.

Mauro Lucchiari did exactly what was expected from him in the first half of the season: the young and quiet Italian did very well in front of his home crowd in Misano (winning both races), but elsewhere he's spent most of his time somewhere in the lower top 10. But he is the perfect second rider to Fogarty. He knows the bike inside out (as Ducati's test rider, he develops this bike and the 1000cc version during private test sessions) and he willingly shares his knowledge and experience with Fogarty, who rides more on instinct than on technical expertise.

For Simon Crafar and team owner Oscar Rumi, the season has been full of surprises. After Polen had left the official Honda team, the young New Zealander was entrusted with one of the former Polen bikes, while awaiting the arrival of the special parts that had been promised to him. He was given the opportunity to ride the factory bike in Hockenheim... just this one time. In Misano the team was loaned the bike... just this one time. On the Friday of the Donington Park round, his mechanics didn't even have to bother to take the Castrol Honda fairing off. (British team sponsor Castrol insisted on having two bikes in their colors for their home event.)

(Above) Yasutomo Nagai (25) has produced good results in his first year of World Superbike racing on the factory Yamaha. (Right) Colin Edwards II explains a few things to Yamaha team manager Christian Sarron.

A couple of days before Monza, the Bergamo-based Rumi team finally received the special stuff from Japan, but Crafar was allowed to have one more go on the factory Honda. Then it was decided on Sunday that the team would have one of the factory bikes at their disposal for the rest of the year (but only for this one year, we suppose). Crafar has adapted well to the factory bike, even though the Ohlins suspension in his Rumi bike seemed to be a little more adjustable than the Showa parts used by the factory.

Colin Edwards II and the rest of the official Yamaha squad had hoped to be battling for victories from the second half of the season onward. Fine results at Hockenheim seemed to prove that the newcomers in World Superbike racing hadn't been bluffing. Unfortunately, things didn't go so well at the following races - except at the other high-speed circuit of Monza. Edwards (one of the best-liked riders in the paddock) and teammate Yasutomo Nagai (ditto, but only to those who speak Japanese) are struggling - most notably with their Dunlop tires as the rest of the package is close to being right.

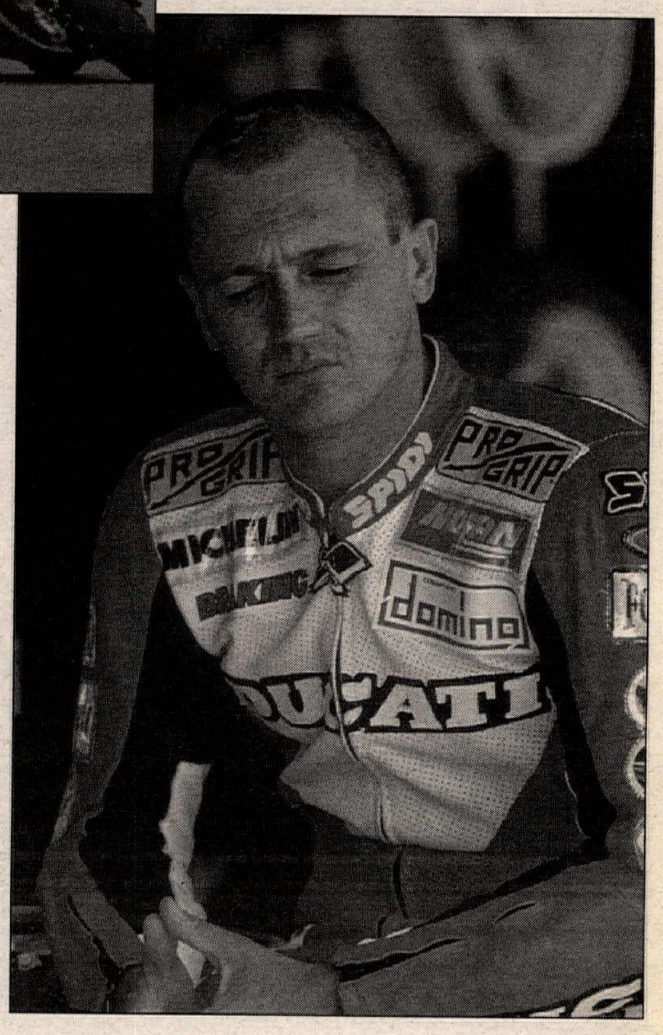
The last new boy who has attracted the attention of everybody since the beginning of the season onward is Anthony Gobert. The Australian hasn't delivered the goods everybody expected from him, as the late arrival of the new Kawasakis and a lack of pre-season testing have made things difficult for the talented youngster, who suddenly found himself on his own in a severely shaken team following Russell's departure. But Gobert and the team recovered quickly, and the Aussie was impressive in Monza where he even led the pack. Watch this guy - his slow start to the season hasn't shown his true potential.

Naturally, the regulars in the World Superbike Series will be joined at Laguna Seca by many of the AMA Superbike Series competitors - and those riders should provide the most competitive group of non-regulars the series will see all season.

Heading the group will be the factory Honda RC45s ridden by AMA championship leader Mike Hale and his teammate Miguel DuHamel. Both know the circuit well, both have had success in 1995, and both would like nothing more than to beat the series regulars.

Rob Muzzy's Kawasaki team will be bolstered by the addition of his two AMA riders, Pascal Picotte and Steve Crevier; the duo will join Gobert on the green bikes. Also slated to compete are the Vance & Hines Yamahas of Jamie James and Tom Kipp.

The team which may end up proving to be the biggest thorn in the side of the series regulars is the Fast By Ferracci team of Freddie Spencer, Mike Smith and Takahiro Sohwa. The trio are armed with 916s that should be similar to those ridden by Fogarty and Company Spencer won at Laguna Seca in May and a World Superbike victory would further bolster his already impressive road racing resume. CN



(Top) Muzzy Kawasaki's Anthony Gobert has had a rough time thus far in the series, but he's likely to be a threat in the second half of the season.
(Above) The surprise of the World Superbike Series thus far has been the performance of Pier-Francesco Chili (27) - the winner of one race and a threat in each of the others.
(Right) Fabrizio Pirovano seems to be returning to the consistent form that has been his trademark in World Superbike racing.

The story so far

A brief reminder of how things went in Europe before the bikes were crated and shipped to the United States:

At Hockenheim, Carl Fogarty gave his opponents no chance. He grabbed the holeshot in the first race and was threatened only for a few laps by Fabrizio Pirovano, taking a relatively unchallenged win over Pirovano and the amazing Jochen Schmid.

Pier-Francesco Chili crashed while trying too hard in the infamous Sachs Kurve, and Colin Edwards crossed the finish line in seventh position, surprised to see the checkered flag so soon. Scott Russell finished eighth on a Kawasaki that was clearly down on power. In the second race, Fogarty turned in a carbon copy of his first race. Behind him, a group of 10 riders battled it out for the remaining rostrum positions. Schmid finished second in front of Aaron Slight and the Yamaha duo of Nagai and Edwards. Russell finished 10th. Pole-sitter Troy Corser had to make do with disappointing 10th- and eighth-place positions.

Two weeks later, Mauro Lucchiari gave the Italians something to cheer about in Misano. The Italian Ducati factory rider earned two victories, each time after a hefty battle with Corser (twice third) and pole-man Fogarty (twice second). Chili finished fourth in both races.

Slight had a terrible weekend because of suspension troubles, and Russell was not much better off. The Georgian had to be happy with 14th- and eighth-place finishes. Comeback man Doug Polen raced a semi-official 916 to 17th position in the first heat and retired in the second heat because of tire problems.

Edwards retired a few laps before the end of the first race. Things went well for Fogarty at Donington Park. Just as in Hockenheim, the World Champion cruised to a double victory (after having set the fastest time in practice). Corser took second place in the first heat, and was on his way to a similar result a few hours later when the engine broke. Third place in the first heat went to James Whitham, and Fogarty was joined by Chili and Slight on the rostrum after the second heat. Russell was back on track again, despite a foot injury. He led the pack for a few laps in the first heat, but finally dropped to sixth. Edwards took home an 18-12 tally. Fogarty and Chili shared victories in Monza, after Slight had scored a historic first pole position for Honda's RC45. Slight joined Fogarty and third man Edwards on the rostrum after the first heat, after Corser had bumped into Gobert and Chili had gone down all on his own in the closing stages. In the second heat, Chili took his chance on the last lap, when the Ducati of leader Fogarty started misfiring. Fogarty got home second in front of Slight. Edwards finished fifth.

Corser crashed, this time in the company of Piergiorgio Bontempi. Slight continued his rise to the top in Albacete, where he gave the Honda RC45 its first victory in the series, finishing in front of Fogarty and pole-man Corser. In the second heat, Fogarty got away from the rest in the opening laps and was never headed. At the end of the race, Chili held second after yet another terrible start; he finished ahead of Slight, who ended up third. Edwards ended the day with 10th- and 11th-place finishes.

The best is yet to come

"The deal here," Colin Edwards II was saying during a break in qualifying for the Donington Park round of the World Superbike Championship, "is that you can't imagine it unless you're riding, how unbelievably fast everybody is. You may watch it on TV and say, 'I can't believe how slow this guy is because he's running in fifth place.' Well, that's not the fact."

By Henny Ray Abrams • Photos by Gold & Goose

The fact is that Colin Edwards II, the 20-year-old Texan of whom much has been expected since his AMA debut at the AMA National in Miami in 1991, has been thrown in the deep end of one of the most competitive racing series in the world. His is the name most often mentioned in discussions of the future of American road racing, and he earned his spot on this team with a breakthrough season in AMA Superbike racing that saw him string together three wins in a row at one point. The tall, slender, and very likable former AMA 250cc Champion has joined the world tour as one of the two riders of an overmanned, neophytic, polyglot team which happens to represent the greatest hopes of the second-largest motorcycle company in the world.

Frenchman Christian Sarron, the former 250cc World Champion known for his gravity-defying crashes when he moved up to the 500cc class, serves as the team's sporting director. The crew chief is Italian Fiorenzo Fanale, who last worked on the Cagiva 500cc team with John Kocinski and, before that, under Kel Carruthers on the Marlboro Agostini Yamaha teams. Taka Suzuki is the senior Japanese technician, supervising an international crew of mechanics.

Edwards, of course, is Texan through and through, right down to the snuff that's stuffed behind his lower lip. Nagai, of course, is Japanese, and the team is run out of the headquarters of the Italian Yamaha importers, Belgarda.

The result is an often contradictory, somewhat unpredictable operation. Before the third round of the championship at Donington Park, Edwards was effusive in his praise for the team. "It's not a matter of, well, he's out there. Leave it how it is. Things get done," Edwards said. After finishing outside the top 10 in both races, there were fewer compliments.

"This was a fiasco," he said after the Donington race. "We were changing tires, shocks, offset, linkages. It's all a guessing game," he said, and it showed. From the side of the track you could see that the balance of Edwards' Yamaha was way off. The YZF Yamaha would squat on acceleration, then squirm, then go nowhere. And when he got to the next corner there wasn't enough weight on the front tire to inspire any confidence. After making the wholesale changes, the second race was better, though not by much. What has forced Edwards, and the team, into this position, are a number of factors.

One is Edward's unfamiliarity with the tracks. Far too often he's still learning the track during the first race, and hoping to make it better in the second one. The team has yet to find its rhythm and often appears to be an exercise in barely controlled chaos, and Edwards does not yet have the experience of the veteran riders to lead the team. It will come. And there are the Ducatis, dominant last year, and more so this year with increased displacement and a longer swingarm that adds to stability. Finally, there's the question of tires.

At the opening race at Hockenheim, a circuit where an undue amount of stress is put on the right side by the long, sweeping bend at the north end of the high-speed circuit, Edwards lost a foot-long section of rubber with about

four laps to go while in the middle of a 10-man drafting battle.

"At that point it wasn't a charge mode, it was kind of salvage and survive mode," Edwards said. "For a minute there, I thought to pull in and get a new tire, but then it didn't get any worse." There was also a chunk missing from the left side, but Edwards managed to hold fifth place.

The next stop would be at the Autodromo Santamonica at Misano. It's a race that Edwards has tried to expunge from his memory.

"I forgot about Misano. It's not even in the computer," he says, then undeletes the memory. "We just had tire problems. We qualified qood (fifth fastest). We knew from the start that we were in trouble because I got out on the race tire and it just didn't have any grip. I complained, I told them, 'I've never experienced having to ride like that.' "

On top of the tire debacle, his Yamaha developed a false neutral between fourth and third which sent him off the track. Four laps later the same thing happened and the first race was history.

For the second race, they "changed to anything but what I had on. We had to gamble. Maybe it'll work, maybe it won't work." It didn't work and he pulled off early in the race. "I don't know if it was too hard; it was the construction of it. It wasn't for that track."

The highpoint of the season came in the fourth round of the series and the second race in Italy at the Autodromo di Monza, a track not far from the team's headquarters and one which serves as their test facility. Edwards knows the limit there from having exceeded it. He crashed during a preseason test there, injuring the ligaments and tendons in one leg and causing him to alter his riding style. Changing direction in the early races meant muscling the bike. "There was blood in my gloves from having to do it all by hand," he says.

What was as instrumental in getting the bike right for Monza was a trip Edwards made to the Suzuka Circuit in Japan in anticipation of the prestigious Suzuka 8-Hour. Since he'll be teamed with Nagai on the number-one Yamaha team, he went straight there after the Donington race to learn the track he'd never been to and test the 8-Hour bike. He returned from Suzuka to Monza with a "totally new setup" and renewed confidence. "I don't race to come second and I know I am capable of winning there."

Monza is a seires of straightaways connected by chicanes and, on top speed at least, Edwards was the fastest, topping out at better than 178 mph. Getting there has been the problem and in Monza he was only able to qualify seventh fastest, partially because he wasn't able to take full advantage of his qualifying tire in the late stages. "It's nice to know that my bike was quicker in a straight line than anybody else's today," he said after practice.

The race didn't start especially well, with both Edwards and teammate Nagai running off the track on the first lap and rejoining the race mid-pack. Patiently biding his time, and taking advantage of a calamity happening in front of him, he was able to work his way up to a podium finish, his first of the year.

"I don't think anybody believed we would be on the podium this early in the season and I hope it's the first of many," Edwards said. "I was a long way back after the second chicane so I had to work hard to catch the leading group. Once I saw (Pier-Francesco) Chili crash I decided there was no point in pushing it and I though the important thing was to have a Yamaha in the top three. I rode a smart race; some of the others didn't."

Edwards backed that up with a fifth in the second race, though not for lack of effort. Halfway into the race his rear tire began to slip on the rim and the resulting vibration caused him some angst. Nagai would finish fourth.

The enthusiasm they left Italy with dissipated in the heat of southern Spain at the Albacete circuit. After qualifying ninth on a foreign track, Edwards jetted into third place, just behind Castrol Honda's Aaron Slight and Promotor Ducati's Troy Corser. Then World Champion Carl Fogarty motored his Ducati past and Edwards began backsliding to 10th place, his front tire rapidly losing grip. His tire choice was no better in the second race and he finished one spot worse, a position he lost by running into a gravel trap on the last lap. "I couldn't have riddden any harder. I gave 150 percent the whole race and I couldn't do any more. Nagai seemed to suffer less with his front tire and he was able to get away from me," Edwards said.

Team Sporting Director Sarron said he "looked at both sets of tires after the second race and I know that they gave it the best they could. I am just waiting for better days." Those may come shortly.

The next stop is the Salzburgring, a freeway with a couple of bends that isn't particularly hard on tires and favors top speed, though acceleration doesn't hurt. Edwards hasn't been there; the Ducatis have. After that is the U.S. round at Laguna Seca, a race track which Edwards comes to with immense knowledge, though little success, and some reservation about the competitiveness of the Yamaha vs. the Ducati, a season-long thread.

"The Ducati's got such an advantage," Edwards said earlier this year, before the Monza race where the FIM slapped a weight penalty on the twins, and lowered the weights on the four-cylinders, in an effort to even the playing field. "They're up to 990cc, they've got the weight difference (which remains at five kilograms - 11 pounds - even after the change), they can blow by us like we're standing still. But that's one of the things you've got to block out and go out there and ride your ass off and do the best you can."

Since the rule change there's been little change, partially because the Ducatis were running near the newly mandated weight already and it would be prohibitively expensive to pare down the fours.

"I still don't think that the changes have gone quite far enough and further review will be necessary for 1996," Sarron said. "The handicap to the twins was not as great as it appeared on paper as very few of them were actually running at the minimum weight in the first three rounds."

"All the four-cylinder guys...we're all just going to every race getting better and better and better. We have to. If we don't we're back in 15th fighting with the 15th best Ducati," Edwards said.

Last year Edwards was also fighting with Ducatis, mostly the ones belonging to eventual AMA Superbike Champion Troy Corser. He knows the World Superbike Ducatis are better than the Ferracci bikes, but he also knows that his Yamaha is far more developed than his Vance & Hines mount.

"I'm not down on last year's bike," he said. "They did the best they could do with what parts that they were allowed and what they could get their hands on. With what they could get their hands on they did an awesome job. But the fact is that the motor budget here is practically unlimited to have the best engine you can possibly have. Last year, from race track to race track, we had to raise the rear, lower the front, lower the rear, raise the front drastically just to make the thing ridable." Though he didn't like to admit it, during the early part of this year he found he'd reverted to those patterns in times of desperation. Then came the tests at Suzuka which he left "feeling much more confident now for the rest of the season."

The Yamaha has shown itself to have plenty of power. "Our problem at Misano and Donington was getting that power to the ground, which is very difficult," Sarron said. "We obviously did not find the best settings and tires to do this. However, it is made more difficult because we've got two new riders on tracks they don't know.

"It's true that we are disappointed, particularly after the strong start we made at Hockenheim, but we must not forget that this is a new team and we shall definitely make progress throughout the season," Sarron said. CN

Nice Guy

Interview: Aaron Slight

Aaron Slight is not your average motorcycle racing hero. Even in the World Superbike paddock, where professionalism is not confused with inaccessibility, the New Zealander is known to be one of the nicest guys around. Always ready and willing to talk to journalists and fans alike, and always happy to have a friendly chat with his mechanics before he retires in his impressive (ex-Doug Polen) motorhome at the end of each practice or racing day, he is a throwback of sorts, a gentleman racer from the past.

Still, many things have changed for Slight since he first stepped on European soil in 1992 to his most recent victory in Albacete.

It all began for the 29-year-old at the age of 13, when he first tried his hand at racing a Yamaha YZ80 at a local motocross. Four years later he left school, and started working as a mechanic in a motorcycle shop which sponsored a local road racer. It's not difficult to guess what direction Slight's motorcycle career would veer to from that point onward, and in 1984 he made his asphalt debut on a Yamaha RD250. Several victories later, he decided to ship his bike to Australia, where he would soon be challenging the likes of Michael Doohan and other formidable Aussies. In his first Australian race, Slight finished second behind Mighty Mick...it would be his only loss that season.

In 1989 Slight switched colors for the first time, after meeting Kawasaki Australia's Peter Doyle and turning down a very lucrative offer to race in Japan. As a teammate of Rob Phillis, he finished third in his first Australian Superbike season. The following one was a terrible year for the Kiwi - among other things, he suffered permanent damage to a hand in a crash.

But Slight came back strong. In 1991 he won the Australian Superbike Championship, the Pan Pacific Championship, and finished second and third in the World Superbike round at Phillip Island - results that were noticed by the Lucky Strike Suzuki Grand Prix team. No deal was struck, however, and Slight stayed with Kawasaki, setting sail to Europe for an all-out assault on the World Superbike Championship. He made a bang in his European debut, showing everybody the way on a damp track in the opening round at Albacete.

At the end of the season, he earned the right to carry the number-six plate and a promotion to the World Superbike elite. But at the end of the 1993 season, the ambitions of the hard-charging Kiwi began to conflict with the strategy of team owner Rob Muzzy. Breath-taking duels between Slight and his teammate Scott Russell at the Monza and Donington Park rounds in the closing stages of the season prophesied an end to the collaboration between Kawasaki and Aaron Slight.

THIS TOWN AIN'T BIG ENOUGH...

"I felt there was no room for the two of us in the Muzzy team," Slight recalls of his decision to switch from Kawasaki to Honda, who were making their comeback into World Superbike racing with their all-new RC45. "Scott (Russell) and I were beginning to compete against each other quite hard at the end of the season, when we both had the machinery we wanted. Up until then, I had to make do with an engine prepared the American way, with lots of horsepower but a less usable powerband. Even though I had two good years with Kawasaki, I wanted to move on.

"Scott was definitely not going to change teams, so I thought it was better for my career to look out for something new."

The RC45 was definitely something new. Even though everybody expected Honda to pull the same trick with the RC45 that they had pulled with the RC30 five years before, Slight realized that his first year with the Honda wouldn't be a piece of cake.

"Everybody I talked to before I signed the contract seemed to be convinced that the bike was going to be really good straight off," he says. "I was more of a realist, and knew about the hard competition."

The first pre-season tests seemed to confirm Slight's fears.

The bike turned out to be way off the pace, and information from the private testing session started to get scarce - not a good sign with HRC (or any other racing team, for that matter). But then came Donington Park, where Slight scored a third-place finish in the Honda's World debut. A similar result was notched at the Hockenheimring and, from then on, Slight finished most of the races on the rostrum. It all added up to third place in the World Championship standings at the end of the season.

"I was very happy with that result," Slight says with a smile. "Especially as we had come from such a long way back at the private tests before the season. We could have won two races in 1994, but the bike just wasn't ready for it yet. It was a good package, and I liked riding it. But it just wasn't not fast enough; it lacked some acceleration and the handling could be a tad better."

PROGRESS

With a third place and some near-victories under his belt, everybody expected Honda to iron out the last imperfections the bike had during the winter season, and come back with an unbeatable Ducati-killer in 1995. But their efforts didn't show up in the opening races of the '95 season. Slight scored a typical 6-3 tally in Hockenheim, before something went really wrong in Misano.

Would Honda be forced to be happy again with finishing positions behind the Red Brigade of the factory Ducatis? Those doubts were chased away after the Donington, Monza and especially the Albacete races, where Slight logged the third World Superbike victory of his career.

"I think we were on the pace right from the beginning of the season," he explains. "We are the best of the four-cylinders. But the rules are just wrong. They need changing. Carl Fogarty is not the best rider out there - he is the best rider on a Ducati. At every track we have been to, I've been at least half a second faster than last year. Even at Misano, where I finished 16th, I was half

By Johan Vandekerckhove • Photos by Gold & Goose

a second faster than last year. Scott Russell finished 14th in that race, and he was some two seconds slower than when he won the year before. And at Monza I went 1.7 seconds faster than six weeks before during private tests. The competition has definitely heated up and now we just have to fight off more Ducatis than last year."

RULES

Aaron Slight might be a nice fellow, but he is very outspoken when it comes to the rules applied in World Superbike racing. And he's in a position to voice his opinion. After all, he is on the receiving end of a 250cc and 33-pound difference between the Ducatis and the four-cylinder machines. FIM's decision to bring the weight difference down to 11 pounds hasn't made a big impression on the New Zealander.

"They (the FIM) shouldn't have bothered," Slight says. "Adding five kilograms (11 pounds) to Carl's bike (which wasn't at the minimum weight to start with) doesn't change a thing. If you change rules, you make them the same for everybody. I mean, how many races do Ducati have to win before something really changes? They've already won at least 90 percent of all the superbike races ever run, and they've won every race this year (before the Albacete round). The current situation still creates room for another weight change, and then a cylinder-capacity change if the Japanese knock on the table hard enough. And the decision to ban carbon-fiber brakes is an extra problem for us.

"Carbon-fiber brakes make braking easier and keep it a lot more controllable. If you're in the corner very deep now and you brake very hard, and then someone comes across, you're going to crash. With carbon-fiber brakes you could control everything more and the extra weight of the bike didn't really make such a big difference. Even though everybody considers me to be a braking specialist, I have a rough time now. At the same time I've come to realize that in some circumstances it may be better to brake a little earlier and to carry a higher cornering speed."

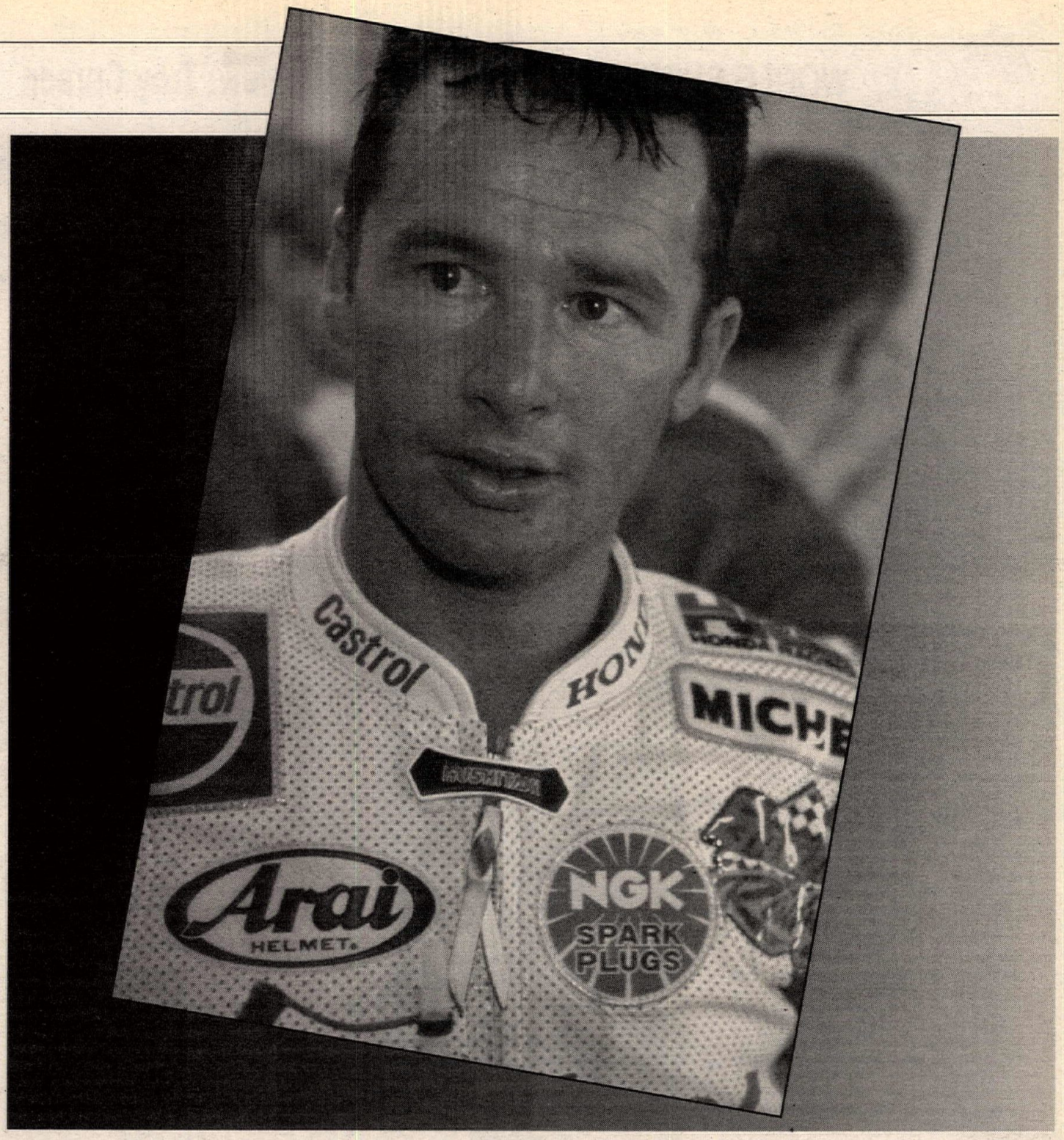
Tires are another area where Honda has been struggling the last couple of races. The official Honda Superbike team made a somewhat surprising move at the end of 1992 when they opted to run Dunlop tires on their RC45s - despite the long-standing association with Michelin. Doug Polen's excellent relationship and long experience with Dunlop might have had an influence on that decision. For Slight, the switch to the English-Japanese rubber was quite a change. But now that the RC45 is on Michelins again, some problems still exist.

"The bike steers better this year and follows the road a lot better, but now the tires seem to be the biggest cause of a headache as far as the chassis is concerned. Michelin have worked so many years with Ducati, and everything is developed around Ducati.

"But Ducati's tires don't work on my bike, and GP 500cc tires don't work on my bike. So we have to work in several directions. That's what we're concentrating on now. The problem is also that it's so unpredictable - at one track we can use the same rubber (but a different construction) as Ducati, and at the other track it's a completely different ballgame."

UNDERSTEER

Slight's riding style - with a lot of the rider's weight on the front of the bike - seemed to suit the Honda RC45 better



than Polen's style, who complained the whole year about the tendency of the Honda to understeer.

"For me, it wasn't such a big problem as for Doug," Slight says. "The Japanese have worked hard on that and it's definitely better now. However, I have to admit that the inherent problem is still there. On some slower circuits the front is still being pushed a lot.

"But then again, all machines are compromises. There's not one bike that is perfect everywhere."

Even so, Honda is working hard to reach that goal. An impressive crew of mechanics and engineers, and lots of computers help the team develop the bike as quickly and efficiently as possible. For Slight, working in such a big team is quite a change from what he knew before. But he enjoys every minute of it.

"The good thing is that you can see the progress. Sometimes the pressure is too much, and you get sick of it. Especially with Doug gone, the HRC people are depending a lot on me.

"But as long as there is light at the end of the tunnel, it is all right. It's when you do this stuff and the next week nothing changes that you start to figure to give up. In our case, every week something is better on the bike. It may not be faster, but easier to ride or whatever. The computer helps also, even though the data from the computer isn't so comprehensive as in some other systems. From the readout you can't learn what the suspension is doing, but it tells you what the gearbox is like, how much rpm you are doing at a certain point, and how much the bike is accelerating. I spend a lot of time every day on computer analyzing."

The communication between the racing team and the HRC crew in Japan is intense. In addition to the information learned on the World Superbike circuit, a team of test riders is also looking for solutions in Japan.

"It takes some six to eight weeks before you can get something radically changed; for basic things - like a different offset or a different handlebar - we might get a new piece one or two weeks later. I know that the Japanese test riders use different testing settings (concerning brakes and chassis stiffness), but we've been using our own equipment for most of the races. Only at Misano did the Japanese insist that I try some solutions that seemed to work on the testing circuits in Japan (new parts in the Showa forks), but that cost us dearly. Last year, we'd made exactly the same mistake at Donington, when we tried too many different things. We can't afford to lose many championship points now. Last year, the pressure to win was already huge, but this year we just have to win the title."

This predicament wasn't made any easier when Polen was let go at the beginning of the season, and when Honda failed to come up with a good alternative - despite the fine efforts put forward by "temp" Team Rumi rider Simon Crafar. Slight admits that a world-class rider is what the team really needs, one who can provide backup on the track. Still, he's not too unhappy about HRC's provisional choice - Satoshi Tsujimoto.

"I was quite pleased to find out that Satoshi had the same comments on the bike's setup as me. When he goes back to Japan he might be able to translate precisely what I am saying into development of the bike."

CHANCES

Despite the 95-point lead that Fogarty now has in the standings, Slight still believes he has a chance to win his first World Championship.

"The main problem up to now has been power for acceleration. Since Monza we have received engine parts that have helped a lot. So I feel quite confident for the rest of the season. There are still a lot of circuits on the calendar which will be good for the Honda. If we can put pressure on the Ducati, the engine might not last as long. When Carl (Fogarty) has got a 10-second lead, there's no pressure and it's easy to finish first. But if we can stay close enough to him, maybe he'll get nervous and the engine might snap. Unfortunately, up to now this is the only way we can hope to get back to him in the point standings. At Monza, the Ducati was only two kilometers per hour (1.2 mph) slower than the Honda and the Yamahas. And nothing accelerates better than a Ducati...whatever Carl might say about that. So tell me, how can we beat the Ducatis if we don't benefit from an acceleration or top-speed advantage?" CN

Time

By Henny Ray Abrams
Photos by Gold & Goose

Carl Fogarty knew that Troy Corser was coming and there was nothing he could do about it. It was the second leg at Donington Park, the third round of the World Superbike Championship, and Corser had Fogarty covered like a bad rash. At the end of the first leg, Corser, the 23-year-old reigning AMA Superbike Champion, had chased down Fogarty after a slow start, serving notice of his intent by eventually taking second. And in the second race, nothing the World Champion did on his home track could shake the Aussie upstart. Corser sat patiently, riding his Promotor Ducati 955 well within himself, holding a much tighter line than the Englishman in the corners, getting upright and on the gas on the fat part of the tire well in advance of Fogarty. He was lurking, there was no doubt. The only question was when he would decide to take the lead.

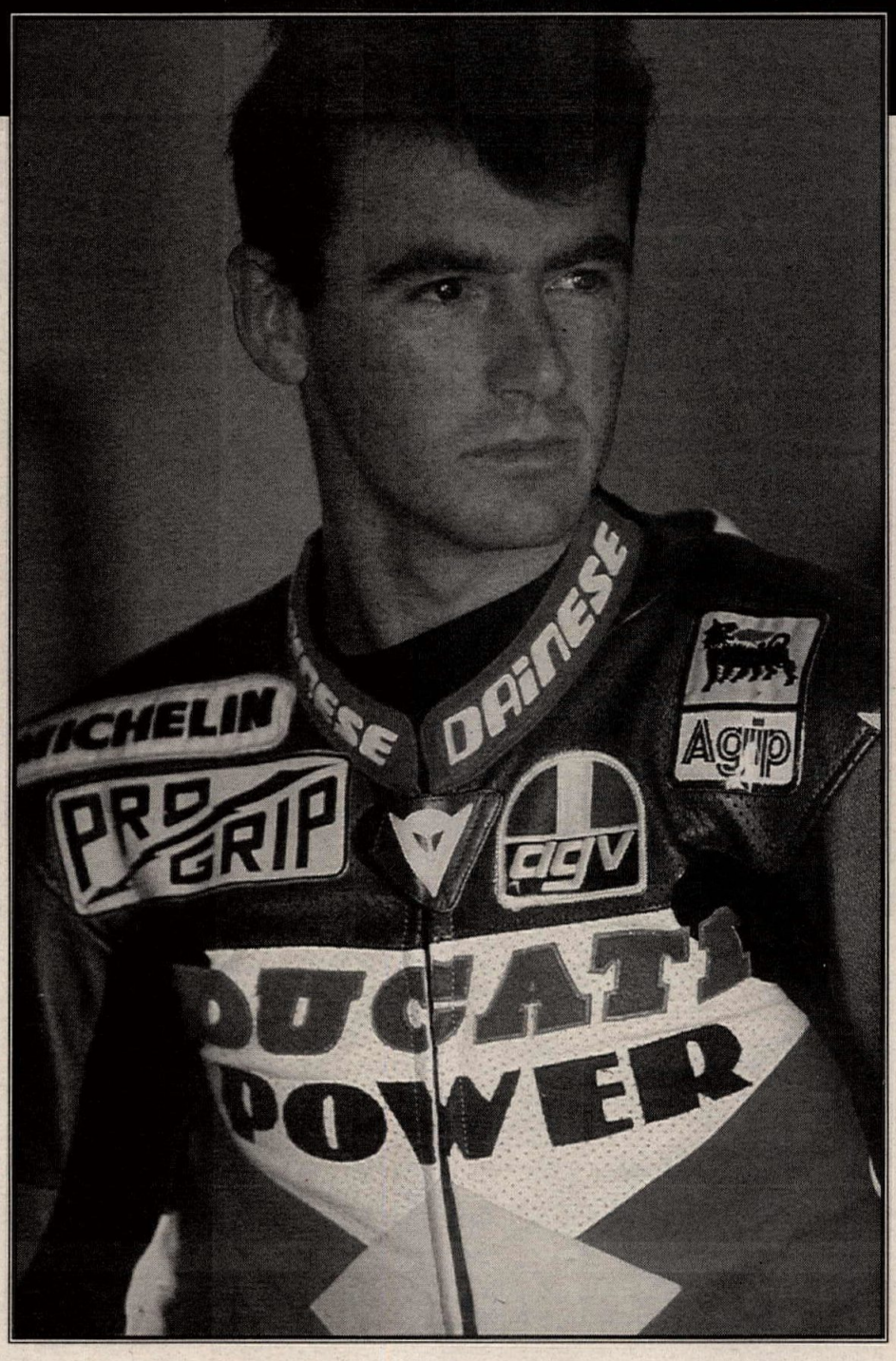
Fogarty couldn't hide his concern, glancing back at one point as they entered the front straight. "I looked to my right, he wasn't there. I looked to my left, he wasn't there. That's when I knew he was up my ass," the Briton later said.

Then, with about two laps to go, it all went bad for the Australian. Feeling something amiss in his rear wheel, Corser pulled his Power Horse-backed Ducati onto the infield at the end of the back straight. The cush drive which holds the sprocket was destroyed.

Fogarty was relieved, but he wasn't surprised that Corser was there.

"No, not really," he said, answering the question. "He was good at Donington; he's been there three times now. The first time he was there (his Ducati World Superbike debut last spring) he qualified second-fastest to me at Donington. I think he's riding really well and it was turning into a good race. I was looking forward to the last few laps and then the next thing he disappeared. I had a plan and I'm sure he had a plan."

The Donington race has proven an apt metaphor for the season: Corser showing great promise, only to be denied success by seemingly minor annoyances. Granted, some haven't been so minor - a few tire problems and a few crashes - but no one doubts that Troy Corser will win a race or more this year and that the only thing that stands between him and a championship is time. At last year's U.S. GP at Laguna Seca, Garry Taylor, the Machiavellian head of the Lucky Strike Suzuki 500cc Grand Prix team, approached Corser about replacing the injured Kevin Schwantz for the last three races of the 1994 season. Corser, after checking with the Ducati factory bosses, was forced to decline. That, however, didn't stop Taylor from ringing up Corser again this year, the week before the Misano World Superbike round, when it was obvious that Taylor would need a replacement for the retiring Schwantz. Again Corser declined, citing his contract for this year which has an option on both sides for 1996. Certainly the Castiglione brothers, who own Cagiva-Ducati, have shown great faith in him, signing him to ride for Eraldo Ferracci in 1994 and for the factory team this year.



And one of the things that Corser kept reminding them of was his desire to test a 500cc Cagiva, a wish that was granted just prior to the Italian GP. Corser, and former GP rider Pier-Francesco Chili, now a Ducati-mounted World Superbike regular, tested the bikes that Doug Chandler and John Kocinski rode in last year's 500cc World Championship.

Since Corser has both Italian and Australian licenses, he could conceivably have entered the Italian GP at Mugello as a "Wild Card." But after putting in about 40 laps at Mugello, he was a few seconds off Chili's pace on the year-old bikes, and Chili did the GP alone. Corser said that he's not interested in doing a one-off ride, that he would want to put in the appropriate amount of testing, and he would also like to race a current spec bike, not one pulled out of mothballs. And, despite getting on reasonably well in his first 500cc foray, he is far too sensible to jeopardize his World Superbike year for a lark on a GP bike.

The year got off to a somewhat curious start for Corser. Just after Christmas he got word at home that he would be part of the Austrian-based Promotor team, not the official Ducati Corse run by Virginio Ferrari which has supported Fogarty the past two years. Though he was assured that he would get identical equipment, he was skeptical. Earlier in his career, when he was riding for Yamaha in Australia, he'd also had a question about a contract which wasn't being answered to his satisfaction. So he drove up to Yamaha's headquarters and knocked on their door. His reaction this time was identical; only the distances were greater.

When he took the phone call at home in Wollongong, a suburb of Sydney, he said, "Right, I'm going to be coming to meet you because I want to make sure we're going to get the same equipment. I was at home. I got on a plane the next day, I flew there, met them for the day, had lunch, got on a plane and flew back to Australia (also making a stop in Philadelphia to sell the car he'd used in the United States last year). And then I got a phone call that afternoon when I arrived (at home) - I got there in the morning. I got a phone call to say to come over because we've got some testing to do. So I got on a plane the next day and flew back to Italy again. It was about 22 hours each way."

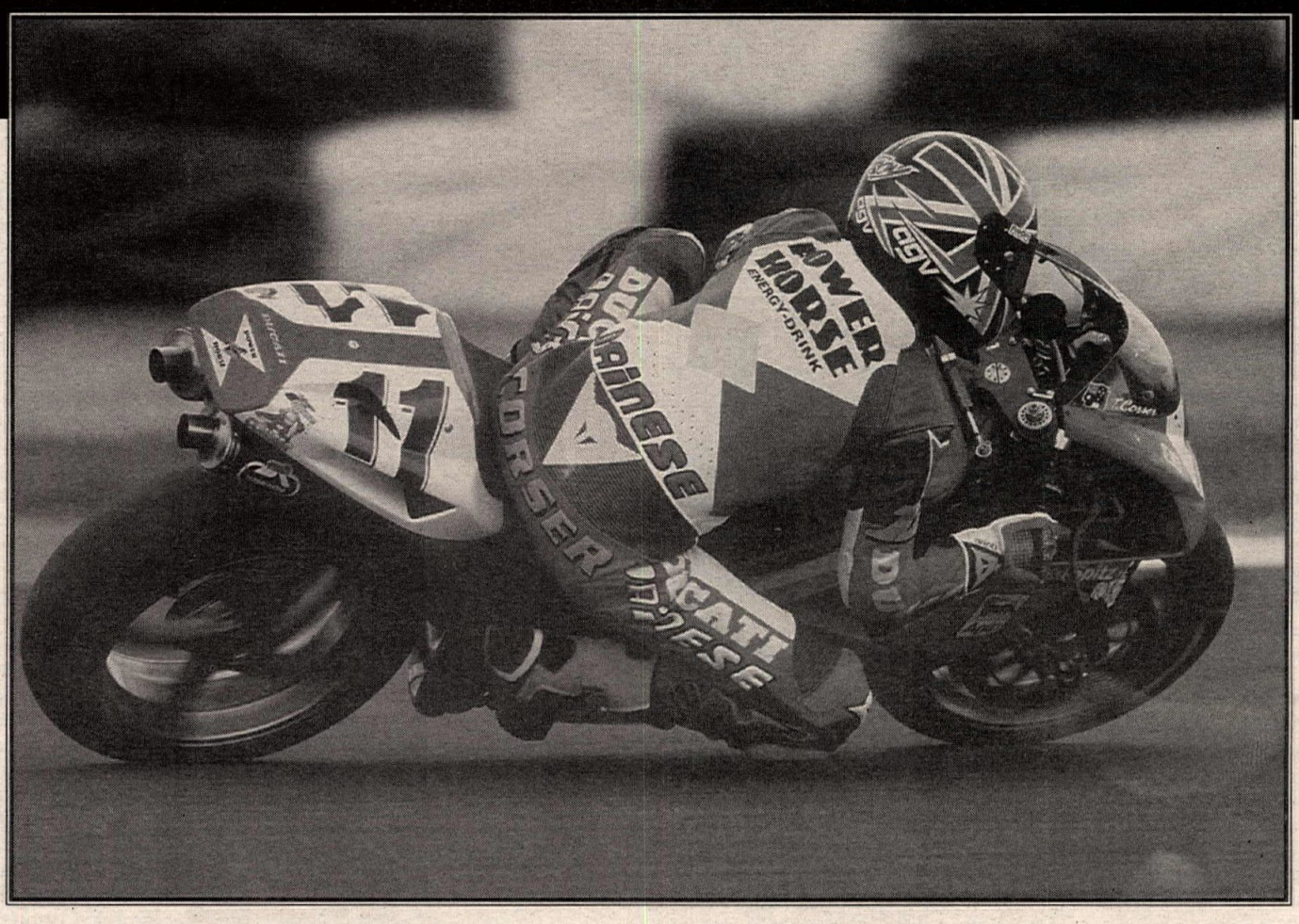
And, in the end, Corser was convinced it was the best solution to a ticklish problem.

"I don't think it would have worked if I was in the same team as Carl as good as it's working where I am at the moment," Corser said. When he was told he would be on the Ferrari team he said that he understood that, "Carl's the World Champion and he wants to be the number one, and bringing someone new in to start working in the team is going to be hard." And, he added, "I get on with Carl fine, no problem at all off the track. On the track we do our own thing. I'm definitely happy being aside because then he can be number one - that's good - but I'm also number one to myself."

What he needed most was the pledge of equality in machinery. "I just said to (team manager Davide) Tardozzi, I said, 'Listen, we've got to have the same stuff. Otherwise it's going to fail.' I said, 'I know I can ride with Carl and (Mauro) Lucchiari (Fogarty's teammate).' I said, 'If we're going to do it, let's do it properly and be sure that we get the full factory stuff.'"

And he wanted it now. "Not that they test it first and then we get it. If they get it, then we get it. Then we can

to roll



all give feedback into the team."

What worried him was that when he would get up behind them, they'd just pull away from him. "Which is a little bit what happened at Hockenheim (the first race of the season)," Corser noticed.

There is one thing and one thing only that matters at the Hockenheimring and that is brute horsepower. Carl Fogarty had it and no one else, including Corser, did.

"Just straight out horsepower was a little bit lower than Carl's, in particular. I later found out that Carl had a '94 motor at Hockenheim, which, there's no difference, but they've got different characteristics in the way the horsepower comes in. In the race situation it didn't work out as good as what Carl's bike had," Corser said.

Having had nearly limitless success the two previous years, during which time he won the Australian and American Championships, it was somewhat humbling for a rider to find himself in the middle of a pack of 10 riders when he's supposed to be on the very fastest of works machinery. Hockenheim has a way of doing that to men and motorcycles.

"You go so fast, then you've got your chicanes and everyone close back up again and then it's another drag to the next set of corners. It's a track where you have to be on it every lap, you've got to know when to get on the throttle and when to get off it, and when to get off the brakes. Unfortunately, if you're just a little bit off it makes a big difference in you lap times, especially when you've got so many people behind you. If you're in front, they can drag you backwards so fast. I think I could have been in the front of the pack. Once I got up there the bike just wasn't fast enough to get away and go. I'd just end up at the back of the pack. Whereas, the other guys, they could get a draft and peel out. Every time I tried to get up beside one of them they'd just keep going. And if I did, then the next straight they'd just blast past me again."

What he didn't know at the time was that his engine was overheating and putting him amid the pack of riders he should be able to distinguish himself from. Not that he isn't respectful of the competition.

"I noticed that the pace in America was not as fast straight away from the green light. In World Superbike you've got to be doing lap-record times first lap. In Misano (the second race of the year), the times we did were faster than what I qualified at, and almost what pole position was, that Carl had on the second lap of the race, and we did it for 10 laps in a row. That was when I discovered that the riders got to the times real fast and they lap until the tire is worn out. Where, in America, it was basically start a little bit slower and then you start going faster at the end of the race."

Because of the less stressful pace of racing in the United States, Corser wasn't under as much pressure to learn the tracks quickly, which is one of his natural talents. On the world tour, he has to learn tracks, tires, and setup, all in the four one-hour sessions leading up to Sunday's races. And, early in the year, and to a lesser extent now, he was having to adapt to the new 916-based Ducati.

"Last year, in America, I didn't really have to do a lot at all," Corser explained. "I just had whatever Doug (Polen) had the year before and just changed one or two clicks for how I preferred it and it was perfect. Here, we're starting with a new bike. So I've got to start all over again, which I'm liking because I'm starting to understand the bike a bit more and get things set up."

The difference between last year's 888-based 955 and this year's 916-based bike is something you notice "when you sit on the bike. The 888 was more of a sit back and relax position. The 916 is more of a Grand Prix bike; you're sort of up on the handlebars a bit more and a bit more forward on the front forks. You notice the difference in chicanes and stuff like that. When you brake, they seem to dive on the front end more than otherwise. The 888 brakes really flat. On acceleration and then on the brakes it never used to change geometry so much, where the 916, when you brake, you actually feel it on the front."

Misano was a good race for Corser, who scored a pair of thirds as part of a Ducati sweep of the top four places in each race. Then came Donington. In the first race Corser burned up his tire after a slow start and didn't have enough rubber for a late-race push. The second start was better and his interval behind Fogarty was rarely as much as a second.

Fogarty continued to roll in the next round at Monza, with Corser doing a little rolling himself. His was on the ground, though, after a tumble early in qualifying that left him with a minor fracture to a bone in his right ankle.

"I got the bike sideways as I exited turn seven leading onto the back straight and, for a moment, I thought I had saved it. But the rear tire gripped and threw me off," Corser said at the time. Third on the grid, Corser led both legs, before crashing out of each race. The first crash was simple overexuberance, running into the chicane too hard and taking out fellow Aussie, and former teammate, Anthony Gobert. The second one was the one that hurt, though. "I got hit from behind by (Piergiorgio) Bontempi's bike and it sent me flying about two meters into the air. I landed face-first onto the road and then slid over the trackside ripple strips on my ribs. I'm a bit bruised and sore, but that's racing, I suppose. All I have to do now is concentrate on next weekend's race at Albacete (Spain) and pick up a couple of strong finishes." Which is exactly what he did.

Starting from the pole position at the Albacete circuit in southern Spain, Corser led for the first 18 of 28 laps before his soft compound rear tire went off. Though he fell to third, he was less than .8 second from race winner Aaron Slight and just behind Fogarty.

A harder compound tire was chosen for the second race and it worked for about five laps, then "just went off really quick. So I think that it may have just been a dud tire. At one stage it felt as though it was losing pressure and it nearly threw me over the handlebars as it slid exiting the chicane." A dud tire and a sore ankle, from the crash in Monza the previous weekend, eventually relegated him to fifth with Fogarty clearing out and winning by close to five seconds.

The next two races should help the Australian move up from fifth place in the standings after five of 12 rounds. First is the Salzburgring, where he's raced an Austrian national, then comes Laguna Seca, a track he'll visit as the World Superbike regular with the most success, having finished second there last year. It wasn't a track he adapted to immediately and he found the elevation changes hard to adjust to. But, this year he's ready, and so is his machine. And he should be in the hunt from the start.

"They (Ducatis) drive so good out of the slow corners in first, second, and third gears," he says. CN

Round 5: Trask Mountain Two-Day Qualifier

SMITH FAST AT LAST TRASK

By Steve Berkner

MCMINNVILLE, OR, JUNE 24-25

Rodney Smith scored his fourth consecutive Trask Mountain Qualifier win during the fifth and final round of the National Reliability Enduro Series. The current and three-time National Reliability Enduro Champion won all five special tests during the 25th annual and last-ever Trask Mountain ISDE Qualifier, as the hosting Trask Mountain M.C. has chosen to stop holding the traditional event. Smith's Trask streak bettered Kurt Hough's three-in-a-row run - which started in 1989 - and tied Dick Burleson's four non-consecutive wins during the '70s. Smith has a long history of doing well in the Northwest and this year was no different, though the Suzuki pilot had to overcome a bit of adversity in the process. "I kind of had a bout with the flu (Saturday) and almost had to quit. Luckily both of the tests were during the first loop or things could be different. So I'm real happy with my win here at Trask."

Finishing in the top five behind Smith in the two-day event were David Rhodes in second, followed by Jason Dahners, Scott McLaughlin and Brian Garrahan.

Although Smith set the benchmark in all of the special tests during the two-day Qualifier, the 31-year-old Oakley, California, native admitted that he was only one fall away from giving up his lead after Day One. Starting Day Two, the RMX250 rider had a 24-second lead over 125cc Honda pilot Jeff Odem. "The tests out here are fast and really short - too short to fall in. I had less than a 30-second lead this morning and I fell during the first test, so I'm sure it'll be close," said Smith.

Although Smith had the misfortune of falling in that first test, he still managed to add another 21 seconds to his lead by the end of the day's second test. The former World GP motocrosser ensured his victory during the six-lap final motocross test where he added another 30 seconds to his lead.

Second-overall finisher David Rhodes said of his performance: "I rode too cautiously yesterday (sixth overall and 26 seconds behind Odem). I guess I thought it was too slippery and tried to just stay out of trouble. It really cost me. So today I rode more aggressively. All of the tests here have a lot of road sections and it's really easy to go fast. The difference is making it through the short tight sections without making any mistakes. I'm sure it's going to come down to the final moto's scores."

Rhodes' cautious strategy came from the extremely slippery Day-One conditions. Although the trail became almost ideal after the first loop on Day One, it took the initial traffic on the course to burn off the film of mud that was left after a week's worth of rain that stopped falling just a few days before the event.

Team Green rider Rhodes put together consistent third- and fourth-place overall special test finishes to take second overall while competing in the Heavyweight Two-Stroke class. Rhodes also took second place here behind Smith last year.

Odem had to settle for sixth overall when he crashed hard after completing both of Day Two's terrain tests. "My tests went pretty good today. I crashed during one of them but I recovered real well," Odem said. "The problem came later on the trail when I smashed my foot. It was pretty sore coming into the final check. I didn't dare take my boot off during the break (before the final moto) because I was afraid I wouldn't be able to get it back on. I just rode the final moto the best I could. Hopefully it was good enough."

Odem's injury sealed his fate when he finished 14th overall in the final motocross test - 57 seconds back behind Smith - and lowered his overall finish to sixth. The 32-year-old ISDE veteran still held onto his class win by beating Yamaha-mounted Mark Kerling by one second. Kerling and Odem swapped best special-test times in the Lightweight Two-Stroke class, with Odem getting the nod in three out of the five.

"I fell in both tests (Sunday) so I just tried to go on and have fun and wait for the final moto," Kerling said.

The 178-mile Day-One course and the shortened 104-mile-long Day-Two course included two identical loops that were run over the same terrain, but in opposite directions. The riders left from the campgrounds of Flying M Ranch located about 25 miles northeast of McMinnville.

Club President Mike Poe said, "We told everybody last year at the awards presentation that because this year would be the last Trask Mountain Qualifier that we would try to make it like the Trask Qualifiers of old. In 1971, Day One ran about 250 miles and Day Two was approximately 160 miles long. In those days the event started in McMinnville and used road sections to get here. This year's course is still shorter than the original but it's the best we can do with over 450 riders expected to participate."

In all, 78 riders signed up for the ISDE Letter-of-Intent classes and 375 riders participated in the expert and amateur classes, including eight riders from the original 69 Trask Mountain participants from 1971. During that "first official" two-day qualifier event run 25 years ago, Jeff Penton rode to the overall victory. This time around, Dane

(Left) Rodney Smith continued his domination of the ISDE Qualifier Series at the Trask Mountain Two-Day. He won every event except one.
(Below) Patrick Garrahan came from behind to edge out James Gray for the Lightweight Four-Stroke class win.

"Penton" Leimbach, Jeff's first cousin, won the "Veteran class of '71" honors. The remaining eight riders competing in the '71 vet class were Jack Penton, Billy Toman, Greg Lyda, Donald Cutler, Terry McDonald, Ed Lanphier and Ed Curran.

Some of the most fierce competition in the event came from the eventual third-, fourth- and fifth-overall finishes. KTM rider Jason Dahners swapped overall positions from fourth to third with Scott McLaughlin from Day One to Day Two. The pair of Team Washington riders were within two seconds of one another after Saturday and both won their respective motocross tests.

"I was riding behind David Garrahan and was have trouble passing him," McLaughlin said. "We bumped a couple times but I couldn't get around him. It was tough keeping up with him at times because of all the water crossings. I sized him up for a couple of laps and finally made a momentum pass on him. I think my terrain test today went pretty decently, but we'll have to see." The Honda rider's time in the motocross test was second fastest behind Smith.

"I had trouble getting started on the motocross and ended up in third," Dahners said of his motocross heat win. "(Rod) Goehring and (Eric) Mashbir both fell in the same corner and I took the lead and held on for the moto win. I know Scott and I were real close this morning. Scott beat my moto time but we'll just have to see how it went on the tests today." Those two terrain tests went exceptionally well for Dahners. He bettered McLaughlin by almost 30 seconds to end up solidly in third overall with McLaughlin in fourth 10 seconds back.

Finishing fifth overall was Garrahan. Even though the Team Green rider had led his moto over McLaughlin right up to the last lap, the 1994 Junior Trophy rider was still 10 seconds off McLaughlin's overall two-day pace. "I was really surprised to find myself out front in that moto," said Garrahan. "Especially with McLaughlin and (David) Lykke in there. I lined up on the inside for the start and I knew if I got the holeshot I'd have a good chance of holding them off. I got the holeshot, but eventually Scott outbraked me and took the lead. But that's all part of racing." Dahners, McLaughlin and Garrahan all competed in the Heavyweight Two-Stroke class.

Finishing 10th overall and first in the Heavyweight Four-Stroke class was XR's Only's Davide Trolli. The Italian off-road sensation showed his muscle by dominating all of his classmates in the special tests. The XR600 rider, who campaigned the entire Qualifier series in the heavyweight four-stroke class and also won that class' National title, made a good overall performance again. "Right now I'm just real happy that I won the big four-stroke class," said Trolli. "After riding two-strokes in enduro competition my whole life it was challenging to step up to the heavier bike and do so well here and also during the series."

Finishing second behind Trolli in his class and 12th overall was ISDE veteran John Nielsen.

In the Lightweight Four-Stroke division Cycle Gear's Pat Garrahan outlasted KTM Desert rider Jim Gray. Riding a "stroked" 320cc KLX, Garrahan overcame a day-one second-place finish in his class two seconds behind Gray to win their division by 29 seconds. Most of that lead came during the final moto where Gray found himself the very last rider of the line when he had trouble starting his bike.

"I must have kicked the bike 25 times before it started. It was real frustrating," Gray related. Gray battled his way back to third in that heat race before time ran out. Garrahan said of his class win: "All of my tests went real well here. I had a pretty good weekend. I rode with my brother Brian and we just had a blast." Garrahan and Gray finished 14th and 16th overall, respectively. CN

(Left) Brian Garrahan grabs a bite to eat thanks to the helping hand of Jon King. Garrahan finished a strong third in the Heavyweight Two-Stroke division.
(Above) Davide Trolli easily handled the big-bore four-stroke class at Trask.
(Below) Jason Dahners wasn't far off Rodney Smith's pace in the special tests, but problems on the trail knocked him out of top contention.

Trask Mountain Qualifier
McMinnville, Oregon
Results: June 24-25, 1995 (Round 5 of 5)

O/A: 1. Rodney Smith (Suz); 2. David Rhodes (Kaw); 3. Jason Dahners (KTM); 4. Scott McLaughlin (Hon); 5. Brian Garrahan (Kaw); 6. Jeff Odem (Hon); 7. Mark Kerling (Yam); 8. Eric Mashbir (Hon); 9. David Lykke (Hon); 10. Davide Trolli (Hon).

L/W 2-STRK: 1. Jeff Odem (Hon); 2. Mark Kerling (Yam); 3. Eric Ducray (Hon); 4. Bill Rush (Suz); 5. Jim Connor (Yam).

H/W 2-STRK: 1. Rodney Smith (Suz); 2. David Rhodes (Kaw); 3. Brian Garrahan (Kaw); 4. Eric Mashbir (Hon); 5. David Lykke (Hon).

L/W 4-STRK: 1. Patrick Garrahan (Kaw); 2. Jim Gray (KTM); 3. John May (Hus); 4. Mike Koenig (Hus); 5. Frank Kergil (Hus).

H/W 4-STRK: 1. Davide Trolli (Hon); 2. John Nielsen (Hus); 3. Scott Meyer.

SR: 1. William Perkins (Yam); 2. Mark Ruple (KTM).

WMN: 1. Carol Williams (Hon); 2. Lisa Gibson (Suz); 3. Lori Thomson.

Briefly...

U.S. Suzuki's off-road team manager, Mike Webb, confirmed rumors that **Rodney Smith**, **Randy Hawkins** and **Steve Hatch** *may* not be riding on the U.S. Trophy Team due to a lack of funding and company policy change. "In the past, Suzuki has been supporting the American ISDE Trophy team 100 percent, building up to last year's American Six Days. But recently, finishing Top American at the ISDE doesn't carry that much weight anymore," Webb said. "Our off-road team's main objective is to race in America and win national championships for the promotion of Suzuki motorcycles. Because of the lack of interest this year by the other manufacturers we can't justify spending $10,000 to $15,000 for our three riders who make up half of a six-rider team that's basically under-budgeted. Some people think that this might be unpatriotic but it's Suzuki's racing philosophy to either go full out or don't go out at all."

Trask Mountain M.C. President **Mike Poe** confirmed that the "**overall lack of interest**" by the manufacturers was one of the reasons why their club has chosen to stop putting on the event. "Twenty-five years ago this event had a huge effect. All of the manufacturers would get behind the series and it helped promote the sport. We felt that by putting on this event we were doing our patriotic duty to help choose America's best riders to ride the Six Days. Now we're lucky to just get a couple of nationally ranked riders to even show up."

Davide Trolli announced plans to add the National Enduro Series to his racing schedule next year if he can arrange an extension of his work visa. "Right now I'm working with my lawyer to get another two-year extension on my visa. Winning the big four-stroke series should help in my efforts to remain in the United States for a couple more years."

Because of the Italian Trolli's series win this year, no real American Heavyweight Four-Stroke LOI rider made any top-10 finishes. This has prompted a recruiting effort by the ISDE Board of Directors that selects the ISDE Trophy and Junior Trophy Teams. (As an Italian, Trolli is ineligible.) One board member said that a past Top American ISDE medalist with four-stroke experience was being considered.

A commotion by the ocean

By Andy Saunders

VENTURA, CA, JUNE 24-25

While the rest of California baked in a summer heat wave, the fog swirled around the fairgrounds by the sea in Ventura as the sound of ancient motorcycles drowned out the roar of the surf.

Racers came from all over California and the West for the fifth year of this increasingly popular event, bringing several hundred race bikes whose ages ranged from almost brand new to 83 years old. Racers ranged from teenagers to grizzled graybeards, sporting a variety of competition attire from jeans and leather jackets through old-time club jackets to full leathers complete with star-spangled sponsor logos.

The oldest machine at the meet was a 1912 Minneapolis V-twin, manufactured in the city of the same name, and ridden by owner Mike Madden. One of the few surviving examples of this marque, the 83-year-old V-twin has front and rear suspension. The rear suspension resembles modern monoshock designs with a rear swinging-frame section that pivots in front of the pedal crank. A linkage connected to an enclosed spring tube provides an inch or so of rear-wheel movement. Old as this machine is, owner Madden had no fear of riding it on the dirt, and he fired the oldster up for the evening's two heat races plus the main, losing out only to Dee Cameron on his slightly newer J-model Harley-Davidson from 1915. Cameron and his son John, who competed in the 1925-35 event, both listed the 'Booze Fighters Motorcycle club' as sponsors in the event program; older readers will recognize that name from the Hollister era of motorcycle sport. Didn't they make a movie about that event? Wasn't it called "The Wild One"?

That Wild One theme was echoed in the names of some of the racers entered this year, such as "Dangerous" Johnny Bristow, riding a Velocette and "Stormin'" Norm Neumann, on Ariel and Harley-Davidson WR machines. The wildest racing would be in the 600 professional class, though the Hooligan class proved the oldsters could mix it up, too.

As the practice session wore on, a blue groove developed midway through the track's corners, but the dust clouds started to billow until the water truck came out before the heat races. When the heats began, the fastest line was in the middle of the track. This line was degraded as the evening wore on and the low ground-clearance vintage bikes bashed holes in the grooves with their engine cases and low-slung frame tubes.

This year, the focus of the Shop's Ventura meet shifted from purely vintage machinery toward the modern 600cc singles class. Owners of the (mostly Rotax) singles have complained that official AMA events have been drying up for this popular class since the AMA organized the Harley-Davidson 883 class for dirt track newcomers. Promoter of the event, the Shop's Dave Hansen, claimed that the $2000 purse this year was bigger than some AMA National events, and racers seemed to agree, since the race attracted a field of 36 contenders.

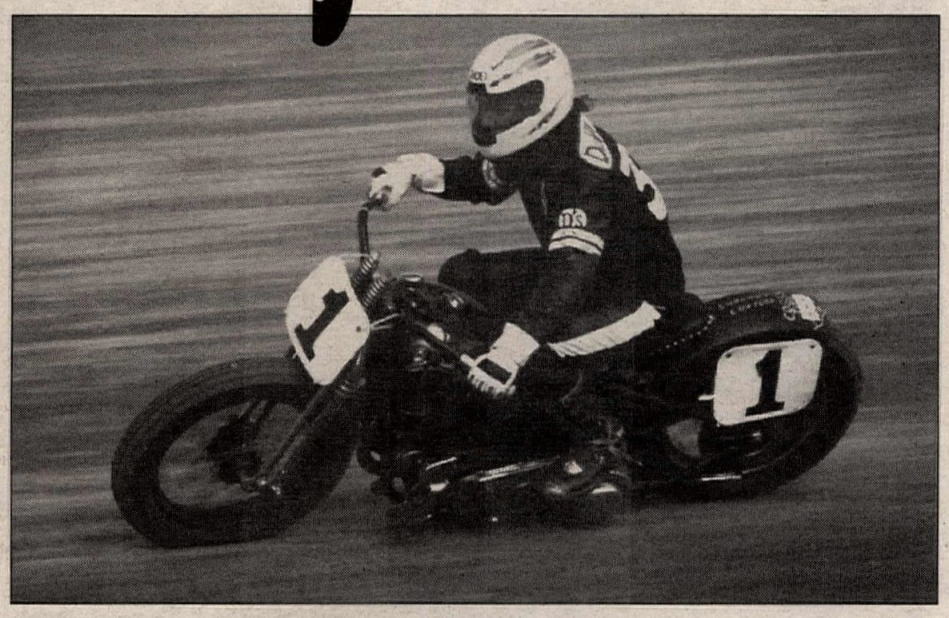
From the line in the 600cc main, Jim Rosa took the holeshot on his Rotax with Steve Mayfield in close pursuit and the rest of the pack right behind him. A few riders on motocrossers had crept into the event, and the different styles of the pure flat-trackers and motocross riders led to some confusion, as when one Yamaha YZ490 rider almost high-sided through the middle of the pack, almost taking out half a dozen riders. At the front, Mayfield and Rosa were involved in a physical battle for first, with the pack a quarter of a lap behind them. After one hard challenge, Mayfield bumped Rosa out of the way to take the lead, and held on to the end to take the checkered flag, with previous heat winner Rick Pearce moving through the pack to claim third place.

In the Hooligan class, over 1000cc machines competed for a trophy. Crowd favorite was Homer Knapp, who has been racing the same 1928 J-model Harley since he first bought it in 1944. Knapp got involved in a tussle with number-one-plate holder Dave Duvarney on a '42 Harley-Davidson EL, and the pair passed and re-passed each other. Knapp's Harley was down on power on the straights, but Duvarney's low-slung EL was bashing its primary case in the corners, and Knapp eventually got past and made the pass stick, causing the crowd to roar.

Most unusual of the night's events was the IROC Indian Arrow race. Nine men faced off on nine identical 1949 Indian Arrows, all prepared by Starklite Cycle. They competed for the honor of the Indian factory, which closed in 1953, partly because of losses sustained from development costs of these single-cylinder motorcycles and their twin-cylinder siblings. Produced essentially only for one year, the Arrows were a disaster for Indian, but they provided one of the most interesting events at Ventura. As the motorcycles were identical, the event showed the range of talent of riders competing in this event. Each motorcycle - initially 13 cubic inches (213cc) - had been hogged out to 15 cubic inches (249cc) to give them a better chance of getting enough power to break the back wheel losse around Ventura's grippy dirt. Fast guys Ron Gould and Dave Duvarney sent the tiny Indians around the tracks in a style that wouldn't disgrace more modern competition, while Starklite Cycle boss Bob Stark, dressed in classic 'Wild One' garb of leather jacket and jeans, set a pace more suited to his mature years.

In the final, Gould took a handy lead from the first lap from Duvarney, and Duvarney challenged for the lead on lap two before overdoing the slide, and falling. Wasting no time, Duvarney remounted and rejoined the race, but Gould had solidified his lead, followed by Santa Barbara's Mike O'Neill and Costa Mesa rider Dave Beckman. The top trio lapped several slower riders. At the end of the final, seven of the nine original starters in the evenings heats had finished the event as modern materials and modern restoration by Starklite Cycles made the old Indians more reliable than they were half a century ago.

One of the biggest teams in vintage racing, the Acton, California-based Dodge Brothers were out in force. Clan chief Gene Dodge raced his hand-shift 1937 Indian Scout in AMA events more than 40 years ago, and the same bike is raced today by his sons. Four of the six Dodge brothers are dirt track racers, and all of them learned the ropes on the old 1937 Indian. In the early '80s, Gene Dodge would take the bike and the boys to the Corona dirt track, where they would compete against modern



(Above) Dave Duvarney shows the limits of ground clearance of a Harley-Davidson EL in the Hooligan class
(Left) Indian Arrow IROC class winner Ron Gould holds the winners spoils
(Below) Oldest competition bike of the meet: Mike Madden's 1912 Minneapolis, complete with monoshock rear suspension.

machines on the old hand-shift bike. Eddie Dodge once led all but the final lap of a 15-lap Open class race at Corona on the antiquated Indian, and he would show his skill and the machine's amazing turn speed at Ventura. Andy and Darryl Dodge also race vintage dirt trackers, and for the Ventura event they coerced 1983 AMA Grand National Championship Rookie of the Year Pete Hames to ride Darryl Dodge's 1969 Harley-Davidson KR750 side-valve twin in the Class C Footshift class.

Vic Cohen took the wins in both vintage Sidecar heats and the final easily - since there were no other entries. Unconcerned about the lack of competition, Cohen and passenger gave a great display of classic sidecar dirt sliding.

Also on hand, and much wilder, were four New Zealand - type sidecars, with left-hand side wheels. Powered by 1000cc four-cylinder engines, the outfits ran clockwise, in the opposite direction to the normal left-turn directions of every other race of the evening, and before the start of the main and each heat race, the infield was cleared of photographers because the wickedly fast outfits can steer in almost any direction at full race speed - and they frequently do. The Yamaha FZR1000-powered rig ridden by Peter Lewis and passengered by Jamie Macy took both heat wins and ended up on top in the final sidecar melee of the night, an impressive performance since the sidecars seemed to take any unpredictable line they wanted around the dirt oval and passing was frequent in the heats and final.

CONCOURS

The number of concours bikes at Ventura was slightly lower than years past, but what the exhibit lacked in quantity it surely made up in quality. Collector Rusty Kay from the Los Angeles area exhibited an example of the first Honda. Kay's restored Kumotsuru bicycle is powered by a 1948 Honda Cub motor, a tiny two-stroke that was the start of Honda's venture into motorcycle production. Less than a decade later, Honda was the Japanese market leader. The show also included a pristine 1959 Honda 300 Dream, one of the few imported into the US that year.

The unusual display of exhibits included three nearly identical Honda mini-trail minibikes. Made from 1968 to the present, the toy-like motorcycles were street legal for one year only, in 1969, and all three of the tiny two wheelers wore 1969-style black and yellow California plates. The license plates themselves were nearly as big as the bike's engines. Each of the models bore one of the three colors available in 1969-Red, Candy Blue and Yellow.

American domestic makers were also well represented, with the Harley-Davidson and Indian show bikes also joined by examples from Henderson, Yale, and Crocker. CN

Ventura County Fairgrounds
Ventura, California
Results: June 24-25

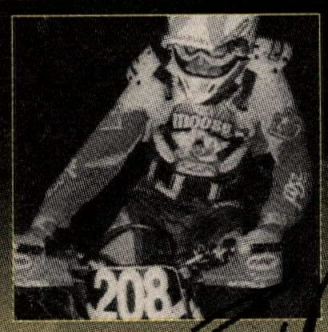
O/T OPEN: 1. Mickey Alzola; 2. Ron Gould; 3. Larry Powell.
PRE 1924: 1. Dee Cameron (H-D); 2. Mike Madden (Minn).
1925-35: 1. John Cameron (H-D); 2. Chuck Hog (Ind); 3. Dale Roll (Ind).
450 & UNDER: 1. John Apple; 2. Ruben Malaguareno; 3. Jim McMurren.
CLASS C FTSHFT: 1. Chris Campos; 2. Tom Davis; 3. Chuck Gorril.
CLASS C HNDSHFT: 1. Eddie Dodge (Ind); 2. Norn Neumann (H-D); 3. Steve Carter (Ind).
HOOLIGAN: 1. Homer Knap (H-D); 2. Eric Vaughn (Ind); 3. Dave Duvarne (H-D).
IND ARROW: 1. Ron Gould (Ind); 2. Mike O'Neil (Ind); 3. Dave Beckman (Ind).
650-999: 1. Jim Rosa; 2. Bill Kolkman; 3. Ken Thiebaud.
600 PRO: 1. Steve Mayfield; 2. Jim Rosa; 3. Rick Pearce.

DUNLOP REIGNS SUPREME!

WHO? RODNEY SMITH
WHAT? 1995 AMA NATIONAL RELIABILITY ENDURO SERIES CHAMPIONSHIP
WHERE? CLINCHED TITLE AT TILLAMOOK, OREGON
WHEN? JUNE 10-11
HOW? DUNLOP TIRES

The AMA National Reliability Enduro Series opened in April in Crosbyton, Texas. Three rounds later, in Tillamook, Oregon Rodney Smith was ready to clinch his third straight championship for Team Suzuki and Dunlop tires. And that's exactly what he did. For good measure, he continued on and also won the final round at McMinnville, Oregon.

A tip of the hat to you Rodney on your successful "three-peat!"



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125 Novice
David Ramsey 1st Place
Jason Abbott 6th Place
Keny Terracciano 10th Place

125 Intermediate
Pat Foster 1st Place
Casey Lytle 3rd Place
David Evilsizer 5th Place
Juri Dostil 8th Place

125 Pro
Mike Healey 2nd Place
Rusty Holland 3rd Place
Jason Partridge 5th Place
Shaun Perolio 7th Place
Travis Preston 9th Place

250 Novice
Keny Terracciano 6th Place
Ryan Pursley 9th Place
Scott Hoffman 10th Place

250 Intermediate
Casey Lytle 1st Place
Gabriel Bolivar 2nd Place
Brian Sweaney 3rd Place
Jon Zahrt 4th Place

250 Pro
Mike Healey 1st Place
Dave Barrett 2nd Place
Lance Smail 3rd Place
Rusty Holland 4th Place
Donny Schmit 10th Place

Women
Jodi Hollow 5th Place
Dee Wood 9th Place
Kristy Shealy 10th Place

Mini's
Jeff Northrop 1st-Int.
Ito Posca 2nd-Int.
Jason Webb 2nd-Jr.
Brian McGavran 3rd-Pro
Sean Hamblin 4th-Pro

Thanks for Supporting Us - So We Can Support All of You!

(Left) Eric Schnell topped the 250cc Intermediate Modified class at the final NMA Ponca City qualifier at Starwest. (Above) Rick Doughty (2Z) scored the Premier 500 Expert victory aboard his BSA during the 10th annual Steve McQueen Memorial Vintage Motocross at Eugene Raceway Park.

Tenth annual Steve McQueen Memorial Vintage Motocross

Nyblod, Price shred Eugene MX

By Clay Light

EUGENE, OR, JUNE 25

Dallas Nyblod and Rick Price scored impressive victories at the fourth round of the AHRMA Western Regional Vintage Motocross Series, the Steve McQueen Memorial Vintage Motocross at Eugene Raceway Park.

The event drew many Northwest riders, but an equal number of Californians made the trek north. Riders were also on hand from Nevada and Canada.

One of the many close races occurred in the 250cc Expert class when Nyblod and Maico rider Greg Carter spent nearly the entire first moto glued together. Nyblod saw his lead evaporate as he missed a shift at the midway point, but Carter had the same woes a lap later, and Nyblod took it the remainder of the way for a win. Another of the many Maico riders on hand, George Gailing, placed third.

Shawn Brown pushed his Hickman Montesa to the head of the pack in the second moto and made Nyblod work for the win. The two got too close and tangled, and when the dust cleared, Nyblod had the lead. Greg Blazek, riding a Honda, inherited second after Brown's demise and maintained it to the finish while Can-Am rider Monty Price trailed in for third in the moto and fourth overall.

One of the day's largest classes was the 30+ Intermediate class. Maico rider Rick Price rode a marvelous opening moto where he fended off Jerry Ebert, Sam Hayes and Steve Bohacek. Ebert was hot on Price's heels but lost a shift lever on his CZ and dropped to third. Perhaps the gutsiest performance of the day belonged to Bohacek, who appeared to be on a stone-stock 1972 DT-1 enduro. Bohacek challenged Price all the way to the finish but couldn't make a pass.

Moto two was also Price's and was a near-repeat of the first as Bohacek pushed the Maico rider all the way to the finish. The Husky-mounted Waldron rode a quick enough pace to take home third-place laurels with 5-3 placings. CN

Results

500 EX: 1. Matt Soloman (Hon); 2. Greg Carter (Mai); 3. George Goning (Mai); 4. Greg Blazek (Mai); 5. Mark Roller (AJS).
500 INT: 1. Jeff Mullins (Mai); 2. Steve Bohacek (Yam); 3. Neil Giertsen (CZ); 4. Mark Envolsen (Hus); 5. Kenny Brynn (CZ).
250 EX: 1. Dallas Nyblod (Yam); 2. Greg Blazek (Hon); 3. Shawn Brown (Ric); 4. Monty Price (C-A); 5. Jesse Buckley (Yam).
250 INT: 1. Charles Standeford (CZ); 2. Rick Price (Mai); 3. Matt Waldron (Hus); 4. Sam Hayes (Hon); 5. John Smith (Ric).
250 NOV: 1. John Zigler (Yam); 2. Jeff Carver (Hon); 3. Mike Folena (Hon).
40+ EX: 1. Doug Grant (AJS); 2. Charlie Brown (Suz); 3. Robert Doran (CCM); 4. Bill Row (Hon); 5. Rob Poole (BSA).
40+ INT: 1. Bill Crager (CZ); 2. Kenny Brynn (CZ); 3. Mike Szura (CZ); 4. Doug Manning (Bul); 5. Larry Reed (CZ).
40+ NOV: 1. Steve Sabin (Mon); 2. Monty Allison (Hus); 3. Jeff Carver (Hon); 4. Mike Folena (Hon); 5. Charles Regroto (BSA).
30+ EX: 1. Dallas Nyblod (Yam); 2. Monty Price (C-A); 3. Greg Carter (Mai).
30+ INT: 1. Rick Price (Mai); 2. Steve Bohacek (Yam); 3. Matt Waldron (Hus); 4. Sam Hayes (Hon); 5. John Smith (Ric).
30+ NOV: 1. John Zigler (Yam); 2. David Smirl (Hus); 3. Jeff Carver (Hon).
50+ NOV: 1. Ken Burningham (Gre); 2. George Eadie (CZ); 3. Jim Cooke (Hon); 4. Lane Allen (Bul); 5. George Humphries (Suz).
50+ INT: 1. Charles Standeford (Mai); 2. Harry Taylor (Yam); 3. Jack Heeter (Mai); 4. Rod Brasel (Bul); 5. Rob Iverson (Yam).
PREM 500 II NOV: 1. Ken Burningham (Gre); 2. Steve Sprague (Bul); 3. Marshall Rose (BSA).
PREM 500 II INT: 1. John Ulver (CZ); 2. Reese Dengler (Jaw).
PREM 500 II EX: 1. Mark Roller (AJS).
PREM 500 EX: 1. Rick Doughty (BSA).
PREM 500 INT: 1. Rob Iverson (Mat).
SPTSMN OPEN TW EX: 1. Rick Doughty (Ric).
WMN: 1. Debbie Poole (CZ); 2. Ellen Voermans (Ric); 3. Debbie Weller (Puc).
PREM ULTRA L/W NOV: 1. Steve Sprague (Bul); 2. Mike Folena (Ric).
PREM ULTRA L/W INT: 1. John Guiliford (Ric); 2. Erik Giertsen (Bul).
125 EX: 1. David Germain (Hon); 2. Dallas Nyblod (Hon); 3. Brett Tayler (Yam).
125 INT: 1. Mike Falcioni (Hon); 2. Steve Kauffman (Hod); 3. Jeff Gleason (Hod).
125 NOV: 1. LaFaye McCarver (Hon).

Grant grand at Starwest MX

By Tony Alessi

PERRIS, CA, JUNE 25

"Awesome" was the only word to describe the riding of eight-year-old Josh Grant in the 60cc 6-8-year-old division during the final NMA Ponca City Qualifier held at Starwest Supercross Park.

Grant looked like he was riding in a different time zone then the rest of the field during the opening moto. Grant pulled the holeshot then opened an over-twenty-second lead over Nevada-based Ty Morrow.

Chris Nihan was on the gas but a late, rare mistake left him fourth in front of Dane Jackson and Cas Swift.

Ty Morrow pulled the holeshot in the all-important second moto but was no match for Grant, who promptly motored past him into the lead.

As in the first moto, Grant left the others behind and went on for the victory. Chris Nihan charged hard all moto and picked up the third spot after a moto-long battle with 9-11 class winner Daniel Taft.

Results

50 (0-6) STK: 1. Mike Alessi (KTM); 2. Edward Neffing (KTM); 3. Tate Misiaszek (KTM); 4. Noah Herandez (Yam); 5. Chad Gores (KTM).
50 (7-8) STK: 1. Chris Nihan (Yam); 2. Ricky Hemme (Yam); 3. Matt Contreras (KTM); 4. Terrence Schoelen (Yam); 5. Cas Swift (KTM).
50 MOD: 1. Mike Alessi (KTM); 2. Ricky Hemme (Yam); 3. Jarred Brown (KTM); 4. Jeff Loop (Yam); 5. Chris Nihan (Yam).
60 (6-8): 1. Josh Grant (Kaw); 2. Chris Nihan (Kaw); 3. Vincent Rhoads (Kaw); 4. Cas Swift (Kaw); 5. Rich Hemme (Kaw).
60 (6-8): 1. Ty Morrow (Kaw); 2. Dane Jackson (Kaw).
60 (9-11): 1. Daniel Taft (Kaw).
60 MOD (6-11): 1. Jesus Casillas (Kaw); 2. Josh Grant (Kaw); 3. Chris Nihan (Kaw); 4. Vincent Rhoads (Kaw); 5. Daniel Taft (Kaw).
80 STK: 1. Bobby Bonds (Kaw); 2. Jesus Casillas (Yam); 3. Rick Schaffner (Suz).
125 NOV STK: 1. Joe Minor (Suz); 2. Jason Coleman (Hon).
125 MOD BEG: 1. Bobby Bonds (Kaw); 2. Rick Schaffner (Suz).
125 INT: 1. Eric Schnell (Suz); 2. Glen Branson (Suz).
125 MOD NOV: 1. Jason Coleman (Hon); 2. Joe Minor (Suz); 3. Steven Fox (Kaw).
125 MOD INT: 1. Eric Schnell (Suz); 2. Glen Branson (Suz).
250 STK NOV: 1. Bryan Lambom (Hon).
250 MOD NOV: 1. Bryan Lambom (Hon); 2. Joe Minor (Suz).
250 MOD INT: 1. Eric Schnell (Suz).
VET: 1. Chris Swift (Hon).

Holeshot MX win to Smith

By Mark Kromer

LINESVILLE, PA, JUNE 24

Jim Clark Jr. proved himself by fending off a determined Scott Smith in the 250cc Intermediate class for the overall win at Holeshot Raceway during the Competition Riders of America-sanctioned event.

Due to an unusually light turnout of Intermediate riders, the 250cc B class was forced to run with the Open B/C class for a total of 10 racers combined.

In the first moto, Smith pulled a beautifully executed holeshot and ran a virtually uncontested race, finishing first, with Clark finishing a strong second.

In the second moto, however, a two-man tangle in turn three on the first lap left Smith in trouble; Nate Glista locked horns with Smith while trying to make a pass. As they were untangling their bikes, Glista and Smith found themselves half a lap down with only seven remaining laps in which to catch the other riders.

Clark found his way into the lead, but within three laps, Smith found himself halfway through the field, having already passed many highly skilled Open riders. In another three laps, Smith forced his way around all but Clark, who had a substantial lead on the rest of the pack. But the gap between the two riders shrank with every straight, and the race came down to the last straight before the finish. Clark was forced to take the inside line through the last turn, finding himself unable to double the first two whoops Smith went high in the turn, successfully doubling and landing beside Clark.

Through the short whoop-section, both riders were giving it their all, running neck and neck. But when it all came down to the finish-line tabletop, Clark still had a lead of less than a foot and a half, which was enough to claim the overall win via 2-1 finishes.

Results

P/W (4- 6): 1. Dustin Sefton (Yam); 2. Dustin Charcalla (Yam); 3. Charlie Huegel (Yam); 4. Dustin Woolf (KTM); 5. Brad Twining (Yam).
P/W (7- 8): 1. Joe Rice (Yam); 2. A.J. Hattery (LEM); 3. Matthew Doolittle (Cob); 4. Randy Pierpoint (LEM); 5. Jay Alleshouse (KTM).
60: 1. David Maxwell III (Kaw); 2. Troy Gould (Kaw); 3. Mick Samuels (Kaw); 4. Gary Cottrell (Kaw); 5. Matthew Doolittle (Kaw).
JR MINI: 1. Justen Leiby (Hon); 2. Troy Gould (Kaw); 3. David Maxwell III (Kaw); 4. Chris Smith (Hon); 5. Jeff Melik (Kaw).
SR MINI: 1. Keith Ferry (Kaw); 2. Doug Hills (Kaw); 3. Trevor McDannel (Kaw); 4. Erik Springer (Yam); 5. Jason Eckman (Suz).
S/MINI: 1. Keith Ferry (Kaw); 2. Brooks Rossman (Kaw); 3. Jason Eckman (Suz); 4. Jeff Melik (Kaw); 5. Erik Springer (Yam).
125 SCHBY: 1. Freddy Henderson (Hon); 2. Justin Sabo (Kaw); 3. Jeff Reisenweber (Yam); 4. Shane Nowacki (Hon); 5. Matt Kromer (Suz).
25+: 1. Scott Smith (Hon); 2. Neal Davis (KTM); 3. Jonny Young (KTM); 4. Steve Wilmington (Kaw); 5. Don Glaize (Yam).
SR 1: 1. Jonny Young (KTM); 2. Kevin Bailey (Hon); 3. Dean Woolf (Suz); 4. Steve Wilmington (Kaw); 5. Neal Davis (KTM).
SR-2: 1. Dan Morgan (KTM); 2. Rich Penorich (Hon); 3. Tom McKinney (Hon).
SR-3: 1. Lucky Vines (Hon).
BMBR: 1. Eric Williams (Hon).
125 BEG: 1. Joe Pepicello (Suz); 2. David Maxwell (Hon); 3. Justin Sabo (Kaw); 4. Russ Chesbro (Hon); 5. Rory Gehrleim (Hon).
125 INT: 1. Freddy Henderson (Hon); 2. Nate Glista (Hon); 3. Dave Kacmar (Hon); 4. Chris Plessinger (Hon).
125 EX: 1. Tony Bonace (Hon); 2. Gary Robertson (Hon); 3. Tony Narzano (Yam); 4. Mike Clingon (Hon); 5. Mike Pinchak (Suz).
250 BEG: 1. Brent Doolittle (Hon); 2. Jim Gorby (Suz); 3. Daniel Glaize (Yam); 4. Peter Steinbuhler (Hon); 5. Joel Martin (Kaw).
250 INT: 1. Jim Clark Jr. (Hon); 2. Scott Smith (Hon); 3. Dave Kacmar (Hon); 4. Nate Glista (Hon).
250 EX: 1. Brian Tremblay (Yam).
XTRA BK: 1. Tony Bonace (Hon); 2. Jim Clark Jr. (Hon); 3. Tony Marzano (Yam); 4. Peter Steinbuhler (Hon); 5. Joel Martin (Kaw).
OPEN B/C: 1. Dan Morgan (KTM); 2. Chip Lubinicki (Kaw); 3. Bill Ward (Hon); 4. Thomas Cayton (Hon); 5. Kenneth Aeschbacher (Hon).

Graves again at Willow Springs Road Race

By Eric Vincent

ROSAMOND, CA, JUNE 17 - 18

Chuck Graves scored another Toyota Gold Cup Formula One race victory during the sixth round of Willow Springs Motorcycle Club road racing at Willow Springs International Raceway.

Curtis Adams, last month's F-1 race victor, grabbed the holeshot off the line but Graves was all over Adams' rear tire by the first turn. Heading down the back straight on the first lap, Graves and Adams were side by side, but Adams managed to hold Graves off.

Meanwhile, Walt Dorsch was riding in third and was suddenly nipping at the tail of Graves as the first lap ended. However, three turns later, Dorsch lost the front end on his motorcycle and crashed, removing him from contention.

Rounding turn eight, Graves got his Valvoline Suzuki-sponsored Suzuki GSXR1100 past Adams to take the lead with third place now being held by Dean Vincent. By lap three, Paul Harrell had maneuvered through the pack after starting from the back of the grid and was dicing with Vincent for third.

Feeling the challenge from Harrell, Vincent twisted the throttle and in lap six these riders were challenging Adams for second.

In the final few laps, a new challenger for second place emerged as Tokey Beck passed Vincent and Harrell, but Beck's efforts proved in vain as he crashed on the last lap. At the line, it was Graves with an easy win followed by Adams in second and Vincent in third.

Results

F-1: 1. Chuck Graves (Suz); 2.Curtis Adams (Suz); 3. Dean Vincent (Yam); 4. Kent Kunitsugu (Yam); 5. John Hilton (Hon).
F-2: 1. Kent Kunitsugu (Yam); 2. Lance Holst (Hon); 3. Karl Lowry (Hon); 4. Clinton Whitehouse (Yam); 5. Steve Teschke (Hon).
F-3: 1. Joel Hermoso (Yam); 2. Todd Iwata (Hon); 3. Vince Duran (Hon); 4. John Hilton (Hon); 5. Sharyn Namnath (Hon).
F-4: 1. John Hilton (Hon); 2. Larry Schnur (Duc); 3. Craig Cook (Duc); 4. Charles Burnett (Hon); 5. Vicky Jackson-Bell (Hon).
SOLO GTU-1: 1. Steve Teschke (Hon); 2. Robert Yampolsky (Hon); 3. Stefan Johansson (Hon); 4. Scott Stafford (Hon); 5. Robert Fletcher (Suz).
SOLO GTU-2: 1. Chuck Graves (Suz); 2. Dean Vincent (Yam); 3. John Hilton (Hon); 4. Tommy Lynch (Suz); 5. Craig Hole (Suz).
500 S/STK: 1. Mark Stoner (Yam); 2. John Reardon (Hon); 3. Tim Ragan (Yam); 4. LaVaughn Montgomery (Yam); 5. Randy Lazar (Yam).
750 S/STK: 1. Chuck Graves (Suz); 2. Tommy Lynch (Suz); 3. Kenny Canedo (Yam); 4. Ben Welch (Yam); 5. Jerry Evans Jr. (Yam).
OPEN S/STK: 1. Curtis Adams (Suz); 2. Chuck Graves (Suz); 3. Brian Robinson (Yam); 4. Craig Hole (Suz); 5. Alex Florea (Suz).
550 S/BK: 1. Brian Bernard (Yam); 2. Mark Stoner (Yam); 3. Keith Moore (Hon); 4. Randy Lazar (Yam); 5. Steve Reardon (Yam).
650 S/BK: 1. Lance Holst (Hon); 2. Steve Teschke (Hon); 3. Robbie Dowie (Hon); 4. David Campbell (Hon); 5. Scott Stafford (Hon).
750 S/BK: 1. Paul Harrell (Yam); 2. Curtis Adams (Suz); 3. John Hilton (Hon); 4. Jeffery Stern (Kaw); 5. William Scott (Kaw).

OPEN S/BK: 1. Dean Vincent (Yam); 2. Tokey Beck (Suz); 3. Brian Robinson (Yam); 4. Susan Zobler (Hon).

500 MOD PROD: 1. Brian Bernard (Yam); 2. Mark Stoner (Yam); 3. Russell Tuck (Yam); 4. Eric Ratza (Suz); 5. Randy Lazar (Yam).

600 MOD PROD: 1. Lance Holst (Hon); 2. David Campbell (Hon); 3. Scott Stafford (Hon); 4. Robbie Dowie (Hon); 5. Billy LaFon (Hon).

750 MOD PROD: 1. Jerry Evans Jr. (Yam); 2. Tommy Lynch (Suz); 3. Ben Welch (Yam); 4. William Scott (Kaw); 5. John Ferdinand (Kaw).

OPEN MOD PROD: 1. Dean Vincent (Yam); 2. Craig Hole (Suz); 3. Susan Zobler (Hon); 4. Douglas Newhouse (Hon); 5. John Bailey (Duc).

BOTT L/W: 1. Eric Ratza (Suz); 2. Jerry Jirkovsky (Kaw); 3. Greg Talbot (Kaw); 4. Donald Blum (Kaw).

BOTT M/W: 1. Larry Pasquale (Hon); 2. Brian Rochlitzer (Hon); 3. Charles Burnett (Hon); 4. Mike Voelker (Hon); 5. Michael Dube (Hon).

500 SGL: 1. Eric Sherrer (Hon); 2. Scott Fabbro (Nor); 3. Michael Sunderlin (Yam).

600 SGL: 1. Stuart Knigge (Yam); 2. Bryan Stanlow (Yam).

F-SGL: 1. Walt Dorsch (Hon); 2. Stuart Knigge (Yam); 3. Bryan Stanlow (Yam).

VINT: 1. Stuart Knigge (Yam); 2. Craig Beecher (Yam); 3. Scott MacAdam; 4. John Dunham (Yam); 5. Scott Fabbro (Nor).

SDCAR: 1. Rick Murray (Kaw); 2. Kelly Bell (Suz); 3. Peter Essaff (Kaw); 4. Ken MacNeill (Kaw); 5. Leon Vanorsdale (Kaw).

500 NOV: 1. Cliff Tolley (Yam); 2. David Moffa (Yam); 3. Sammy Zawahara (Hon); 4. Rocky Kabotsky (Yam); 5. Douglas Mason (Hon).

650 NOV: 1. Lane Ingram (Kaw); 2. Kendall Berg (Suz); 3. Danny Lee (Hon); 4. Brian LaCross (Hon); 5. Shane Lawmaster.

OPEN NOV: 1. Michael Gephart (Yam); 2. Jerry Barron (Yam); 3. Sammy Zawahara (Hon); 4. Stanley Bates (Hon); 5. Maurice Noller (Hon).

NOV C: 1. Gentry Carr (Yam); 2. Kerry Ward (Yam); 3. Thomas Lee (Yam); 4. Jason Milloy (Yam); 5. Eiske Tomita (Yam).

Andres on a roll at Lodi ST

By Donna Hall

LODI, CA, JUNE 24

A small turnout, record heat, and the last TT of the summer months did not lessen the quality of racing at the Lodi Cycle Bowl as Larry Andres continued his winning run in the B ranks.

Andres set a mean pace in the Open B ranks, leading wire to wire, but not without some heart-stopping moments as he continued to get high up into the marbles and yet somehow managed to hang on for the win aboard his Rotax. Bob Casey, also Rotax-mounted, followed for second.

Traditional Tiles/Amanda Meiring/Mallott's Honda-backed Tony Mering took the evening by storm, winning all his races. Starting with the 80cc division, he set a blistering pace that Jared McWhirter and Danny Casey found difficult to match. Meiring won by three-quarters of the track, but McWhirter and Casey had their own race going and made things interesting.

Meiring's next win of the evening came in the 100cc class when he whipped past Billy Arbogast just off the front jump and over the finish line. Arborgast led the entire 10-lap main up to that point while Meiring had worked his way through the pack in fine style.

Shawn Raggio brought home the win in the Open C class while Bob Marinelli on his trusty Yamaha earned the second spot. Raggio also took home the number-one honors in the 250cc Novice class, with Tony Souza second.

Results

P/W STK A: 1. Ryan Kuntz (KTM).
P/W STK B: 1. Michael Rinaldi (KTM).
P/W STK C: 1. Nick Young (Yam).
P/W MOD A: 1. Ryan Kuntz (Yam).
P/W MOD B: 1. Michael Rinaldi (KTM).
P/W MOD C: 1. Nick Young; 2. R.J. Knight.
60 C: 1. Allen Kenyon.
80 A: 1. Tony Meiring (Hon).
80 C: 1. Jared McWhirter (Hon); 2. Danny Casey (Yam).
100 A: 1. Tony Mering (Hon); 2. Billy Arbogast (Hon).
100 B: 1. Jason Stefani (Hon); 2. David De Camp (Hon); 3. Aaron Cisco (Hon); 4. Jason Jenson (Hon).
100 C: 1. Frank Nye Jr. (Hon); 2. Riley Cox (Suz).
OPEN B: 1. Larry Andres (Rtx); 2. Bob Casey (Rtx).

Rayborn III rails Sears Point Road Race

By Jackie Jouret
Photo by Nick Cedar

SONOMA, CA, JUNE 18

Cal Rayborn III kept his winning streak intact with another big victory in the AFM's Braking Formula Pacific Challenge, holding off the ever-improving Rob Mesa for his fourth victory of the season at Sears Point International Raceway.

Rayborn led the entire race on his Cycle Gear-backed Kawasaki ZX- 7R, but Mesa's hard-charging ride on his FZR1000 kept the gap back to second slim. Still, it was the appearance of Geep Terranova and his TZ250 that caused the most anticipation in the pits, as Rayborn hadn't had any real competition since Terranova departed the series in '94. The prospect of any challenge from Terranova, however, was scotched when Terranova lost his front brake lever in a turn-11 passing attempt on Joe Brett Williams for third. A crash in the hay-baled chicane followed, leaving Mesa and Williams to follow Rayborn around to the checkers. Steve Rapp had another hectic ride for fourth on his GSX-R1100, and a tight battle behind him ended with Tom Aquino in fifth followed by Jesse Broadway and Glenn Filshie.

Williams followed up his third place with wins in the Formula One and 750cc Superbike events, two classes he's come to dominate aboard his RC30 since making a return to AFM competition after a few years racing the Nationals. In Formula One, Williams bested the CBR600 F2 of Todd Hoeft and the Ducati 916 of Greg Prinsze, while beating out Filshie, Broadway and Aquino for the win in the 750cc Superbike class.

Results

F- PAC: 1. Cal Rayborn III (Kaw); 2. Robert Mesa (Yam); 3. Joe Brett Williams (Hon); 4. Steve Rapp (Suz); 5. Tom Aquino.

250 PROD: 1. Terri Vogel (Kaw); 2. Tom Dorsey (Kaw); 3. Sean Murphy (Kaw); 4. Scott West (Kaw); 5. Kevin Smith (Kaw).

450 PROD: 1. Ross Wells (Yam); 2. David Colyer (Yam); 3. Martin Lee (Yam); 4. Mike Coakley (Yam); 5. David Wasson (Yam).

600 PROD: 1. Ron Chiaratti Jr. (Hon); 2. Tom Montano (Hon); 3. Ken Hill; 4. Mark Foster (Kaw); 5. Darrell Parker (Yam).

750 PROD: 1. Glenn Filshie (Suz); 2. Guy Celestre (Suz); 3. Clarence Mulock (Kaw); 4. Clinton Simpson (Suz); 5. Kevin Scott (Kaw).

OPEN PROD: 1. Fletcher Wilson (Hon); 2. Gary Jaehne (Hon) 3. Steve Robinson (Hon); 4. Doug Piper (Hon); 5. Lamar Potts (Yam).

250 S/BK: 1. Joe Carrillo Jr. (Yam); 2. Ken Cohen (Kaw); 3. Mark Anolik (Yam); 4. Mike Carey (Yam); 5. Terri Vogel (Kaw).

450 S/BK: 1. Ross Wells (Yam); 2. David Colyer (Yam); 3. David Wasson (Yam); 4. Eric Schreppel (Yam); 5. Martin Lee (Yam).

600 S/BK: 1. Todd Hoeft (Hon); 2. Robert Nunez (Hon); 3. Ron Chiaratti Jr. (Hon); 4. Akiharu Shigeno (Hon); 5. Billy Vassiliou (Hon).

750 S/BK: 1. Joe Brett Williams (Hon); 2. Glenn Filshie (Suz); 3. Jesse Broadway (Suz); 4. Tom Aquino; 5. Brian Mork (Suz).

OPEN S/BK: 1. Steve Rapp (Suz); 2. Doug DeRyke (Yam); 3. Gary Jaehne (Hon); 4. Greg Prinsze (Duc); 5. Jim Fife (Suz).

500 TW: 1. Ken Baer (Kaw); 2. Alan Kelso (Kaw); 3. Alan Fortin (Kaw); 4. Brian Long (Kaw); 5. Kevin Smith (Kaw).

650 TW: 1. Dan Reeser (Hon); 2. Bill Brinkerhoff (Hon); 3. James Lickwar (Hon); 4. Mark Nelson (Hon); 5. Jake Reeser (Hon).

OPEN TW: 1. Greg Prinsze (Duc); 2. Paul Orlandi (Duc); 3. James Coda (Duc); 4. Tom Terry (Duc); 5. Brian Bartlow.

F-SGL: 1. Bill Giltner (Hon); 2. Brian Brown (Spon); 3. John Hammond (Yam); 4. Gerard Piazza; 5. Kurt Sager (Yam).

F-1: 1. Joe Brett Williams (Hon); 2. Todd Hoeft (Hon); 3. Greg Prinsze (Duc); 4. Robert Nunez (Hon); 5. Akiharu Shigeno (Hon).

F-2: 1. Brian LeFevre (Yam); 2. Gary Jervis (Hon); 3. Geep Terranova (Hon); 4. Don Grijalva (Yam); 5. Craig Avery (Hon).

F-3: 1. Carlos Neves (Hon); 2. David Colbert (Hon); 3. Rick Klein (Hon); 4. Ed Mackey (Hon); 5. Maurice Daroy (Hon).

OPEN GP: 1. Robert Mesa (Yam); 2. Doug DeRyke (Yam); 3. Denny Doherty (Yam); 4. Bob Siebenhaar (Hon); 5. Jim Fife (Suz).

VINT: 1. Dave Russell (BSA); 2. Charles Sexton (Bul); 3. David Neal (Nor); 4. Jove Shapiro (BMW); 5. Kat Kovacs (Hon).

F-40: 1. Gary Jaehne (Hon); 2. Tom Aquino; 3. Denny Doherty (Yam); 4. Ken Baer (Hon); 5. Greg Leopold (Hon).

Varnes, Winsett master Trail-Way Short Track

By Len Breech
Photo by Ben Breech

HANOVER, PA, JUNE 17

Although he's only started twice, Mike Varnes took his first win at Trail-Way Speedway, besting Todd Winsett in the Sportsman class while Winsett regrouped and emerged victorious over Varnes in the 600cc Pro final.

Varnes had his White's Harley-Davidson/Penn State Cycles-sponsored Rotax in front of Ken Yoder, Phil Libhart and Todd Winsett. Varnes pulled away while the others fought over second place, which Winsett finally took control on the seventh lap. Varnes held on for the victory.

The same riders returned for the Sportsman clash, with Varnes again breaking out in front of Yoder, Winsett and John Winsett Sr. This time, Winsett didn't let Varnes get too far out in front as Winsett took over second place on lap two and started to swap the lead with Varnes. Winsett took control for good on the eighth lap.

The Amateur ranks had a pair of double winners as Corey Hormes regained the top spot in the 65cc and held off a closely bunched pack to take the 85cc final. Bruce Ingram again took the 250cc class and got spit off his 600 again, but came back to take the win. Bob Sweeten and Rick Washak took the 30+ and 40+ classes, respectively.

Results

65: 1. Corey Hormes (Kaw); 2. Jason Isennock (Kaw); 3. Shawn Foster (Kaw); 4. Raymond Lied (Hon); 5. William Warford III (Kaw).

55 (4- 6): 1. Jake Wachter (Yam); 2. Jeff McManus (Yam); 3. Chad Isennock (Yam); 4. Dale Tasker Jr. (Yam); 5. Chris Shank (Yam).

55 (7- 8): 1. Jared Mees (Itj); 2. Ben Glisson (LEM); 3. Chris Strong (Itj); 4. Nicholas Henderson (Yam).

600 B: 1. Bruce Ingram (Rtx); 2. John Henderson (Hon); 3. Jeff Sassaman (Hon); 4. Ed Hyde (W- R); 5. Byron Germer (Hon).

40+: 1. Rick Washak (Rtx); 2. Joe Gately (Tri); 3. Tim Russell (Yam); 4. Tom Vonderhey (Yam).

125 A: 1. Keith Fitzgerald (Hon).

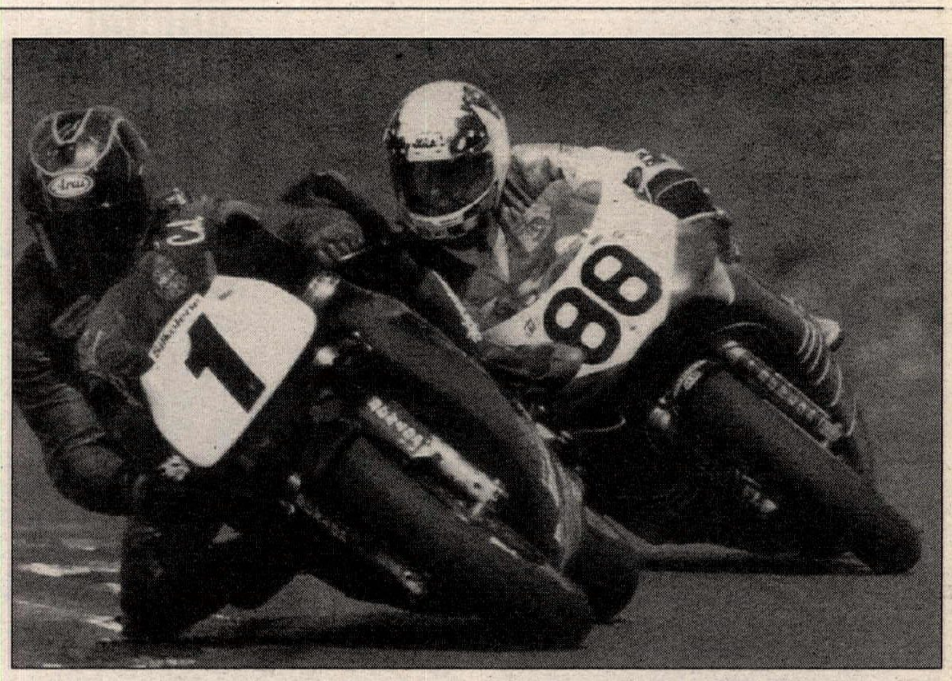
600 A: 1. Jim Hollister (Rtx); 2. John Winsett (Rtx); 3. Bob Sweeten (Rtx); 4. Lowell Wherley (Rtx); 5. Dallas Baer (W-R).

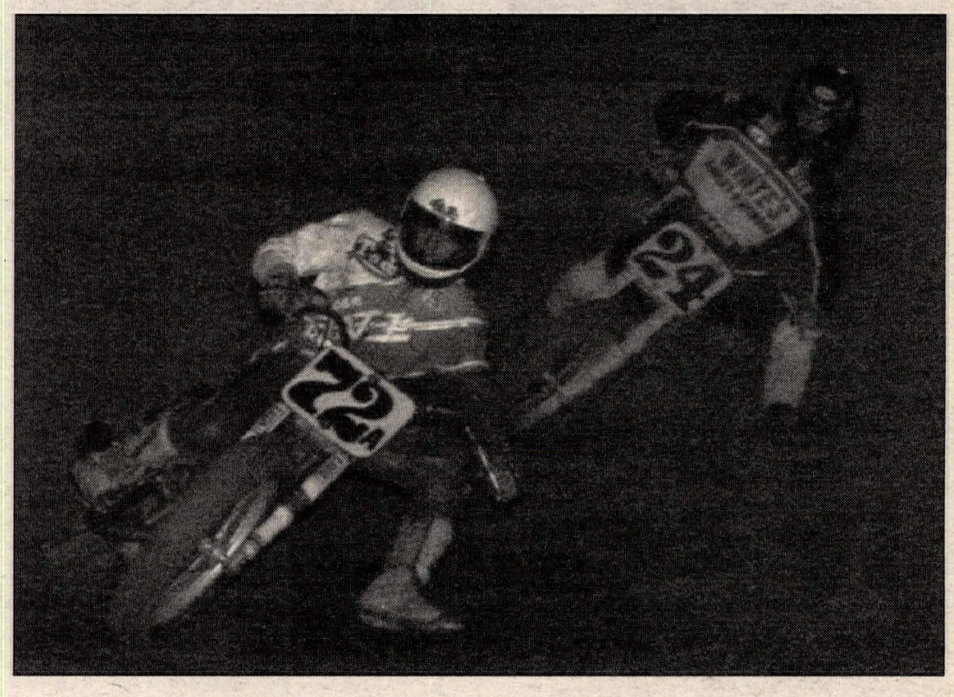
85: 1. Corey Hormes (Hon); 2. Raun Wood (Yam); 3. Billy Stillwell (Suz); 4. Brian Phillips (Yam); 5. Raymond Lied (Hon).

SPTSMAN: 1. Mike Varnes (Rtx); 2. Todd Winsett (W-R); 3. Phil Libhart (Rtx); 4. Ken Yoder (W-R); 5. Mike Klopp (Rtx).

250 A: 1. Rich Mellinger (Yam); 2. Mike McKee (Kaw); 3. Bob Sweeten (Kaw); 4. Tom Skethway (Yam); 5. John Winsett (Hon).

125 B: 1. Joe Zydinsky (Hon); 2. Paul Allison (Hon); 3. Billy Stillwell (Suz); 4. Corey Hormes (Yam); 5. Abe Washak (Yam).





30+: 1. Bob Sweeten (Rtx); 2. Lowell Wherley (Rtx); 3. Bob Babcock (Rtx); 4. Brian Eckhart (Rtx); 5. Jim Chapman (Rtx).

600 PRO: 1. Todd Winsett (W-R); 2. Mike Varnes (Rtx); 3. Ken Yoder (W-R); 4. Phil Libhart (Rtx); 5. Eddie Hidden (Hon).

250 B: 1. Bruce Ingram (Yam); 2. Joe Eades (Kaw); 3. Damian Kocovinos (Hon); 4. Will Russell (Yam); 5. Bronson Ruth (Mai).

750 A: 1. Bob Babcock (H-D); 2. Gary Clark (Tri); 3. John Winsett (H-D); 4. Nick Taylor (Yam); 5. Joe Gately (Tri).

(Top) Cal Rayborn III (1) held off Rob Mesa (88) to claim yet another Formula Pacific victory at the AFM Sears Point Road Race. (Above) Mike Varnes (24) and Todd Winsett (72A) traded wins in two classes at Trail-Way Speedway, with Varnes topping the Sportsman class while Winsett won the 600cc Pro class.

Horton romps Reddick MX

By Kyle Myers

REDDICK, FL, JUNE 17-18

Over 450 riders from 11 states and Costa Rica competed in the Southern Youth Regional Qualifier for Loretta Lynn's at Motocross of Marion County with Robbie Horton being one of the biggest winners of the weekend.

Horton won six of seven motos, including three straight in the 125cc Youth (12-15) Stock class en route to the overall victory.

In the first 125cc Youth Stock moto, Horton jumped out to the early lead with Ray Hansen, Jason Thomas, Darren McElhatten and Trey Boykin following. Thomas motored by Hansen on the opening lap, and challenged Horton for the lead. Horton and Thomas pulled away from the field to battle for the win. Thomas pressured Horton the entire race but could only come within two bike lengths of the winner as Thomas, Hansen, McElhatten and Bryan Sapp rounded out the top five.

Moto two saw Thomas rocket out of the gate with Horton, McElhatten, Hansen and Boykin in close formation. Horton slipped by Thomas after one lap of racing to assume the point position, but Horton couldn't pull away from Thomas, as the two riders kept about two seconds between them.

Meanwhile, McElhatten fell halfway into the moto, and Hansen got by. McElhatten quickly remounted and chased after Hansen. On the last lap McElhatten sailed by Hansen on the step-up to finish third behind winner Horton and runner-up Thomas. Hansen and Sapp rounded out the top five places.

In the final moto Thomas led the pack into turn one with Horton, McElhatten, Hansen and Eric Barnes following. Thomas and Horton fought for the lead as they left the pack behind. Thomas held the lead for two laps before Horton railed an outside turn to take over the top spot. Thomas glued himself to Horton's rear wheel, until they encountered lapped riders. Horton then pulled away on his Team Green/Oakley/FMF/Fox-backed KX for his third straight win and the overall victory. McElhatten rode a strong race to finish third over Hansen and Barnes.

Results

P/W (4-6): 1. Ricky Renner (Yam); 2. Trey Thompson (KTM); 3. Will Boutwell (KTM); 4. Cody Patterson (LEM); 5. Jason Boyd (Yam).

P/W (7-8): 1. Matt Goerke (Cob); 2. Kyle Orr (Cob); 3. Ryan Wooden (Cob); 4. Davi Millsaps (Cob); 5. Andrew Matusek (LEM).

65 STK (7-9): 1. James Stewert (Kaw); 2. Perry Kirton (Kaw); 3. Kyle Williamson (Kaw); 4. Bryan Johnson (Kaw); 5. Matt Goerke (Kaw).

65 STK (10-11): 1. Paul Perebijnos (Kaw); 2. Wes Segars (Kaw); 3. Chris McCorkel (Kaw); 4. Isha Wood (Kaw); 5. Parker Kirton (Kaw).

80 STK (7-11): 1. Travis Pastrana (Suz); 2. Josh Summey (Kaw); 3. Chad Albritton (Hon); 4. Chaz Northey (Kaw); 5. James Stewert (Kaw).

80 STK (12-13): 1. Ernesto Fonseca (Yam); 2. J.B. Ballard (Suz); 3. Matt Walker (Kaw); 4. Robert Farnell (Yam); 5. Aaron Lindsey (Kaw).

80 MOD (9-13): 1. Ernesto Forseca (Yam); 2. Travis Pastrana (Suz); 3. Matt Walker (Kaw); 4. J.B. Ballard (Suz); 5. Josh Summey (Suz).

80 STK (14-15): 1. August Lausberg (Kaw); 2. Ricky Carmichael (Kaw); 3. Jeremy Shuttleworth (Yam); 4. Tim Bantle (Kaw); 5. Mike Crawford (Yam).

80 MOD (14-15): 1. Ricky Carmichael (Kaw); 2. August Lausberg (Kaw); 3. Jeremy Shuttleworth (Yam); 4. Tim Bantle (Kaw); 5. Eric Barnes (Suz).

S/MINI: 1. Ricky Carmichael (Kaw); 2. Ernesto Fonseca (Yam); 3. Josh Whitmire (Yam); 4. Josh Wood (Kaw); 5. Mike Crawford (Kaw).

125 STK (12-15): 1. Robbie Horton (Kaw); 2. Jason Thomas

(Left) North Carolinian Bobby Ranker ran away to a four-moto sweep, taking the overall in the Senior Mini and Super Mini classes Muddy Creek Raceway. (Above) On a short trip out of retirement, Jeff Ward (3) took the combined Pro class victory at Perris Raceway. Flanking Ward are Stan Chomer (95) and Britain's Mark Broadbelt (100), with Willie Phee (93) trailing..

(Hon); 3. Darren McElhatten (Suz); 4. Ray Hansen (Kaw); 5. Bryan Sapp (Hon).

125 MOD (12-15): 1. Robbie Horton (Kaw); 2. Jason Thomas (Hon); 3. Darren McElhatten (Suz); 4. Ray Hansen (Kaw); 5. August Lausberg (Kaw).

125 C STK: 1. Scott McGuigan (Hon); 2. Justin Moulton (Suz); 3. Eric Parham (Hon); 4. Matt Eason (Kaw); 5. Nick Morris (Kaw).

125 C MOD: 1. Scott McGuigan (Hon); 2. Eric Parham (Hon); 3. Aaron Benfirld (Kaw); 4. Justin Moulton (Suz); 5. Troy Crisp (Kaw).

250 C MOD: 1. Randy Jernigan (KTM); 2. Charles Smith (Hon); 3. Mark Butler (Hon); 4. Dan Henderson (Kaw); 5. Troy Crisp (Kaw).

WMN: 1. Beth Rewis (Yam); 2. Makesha Hoyle (Hon); 3. Christine Cummings (Hon); 4. Jessica Patterson (Kaw); 5. Stacy Nodine (Kaw).

Ranker rails MCR

By Barbara Williams
Photo by Loren Williams

BLOUNTVILLE, TN, JUNE 18

Bobby Ranker waved goodbye to the competition and ran away to double class wins at Muddy Creek Raceway's Gear Racewear Day, nailing the Senior Mini and Super Mini classes with four perfect motos.

Perfect late-spring racing weather lured 315 riders to MCR for round nine of the AMA Pizza Plus U.S. MegaSeries. Although the count was down, largely because of regional qualifiers for Loretta Lynn's, there was no lack of good racing. A-class riders banked MegaSeries scale money, while amateurs trophied 12-deep and scored Gear contingencies.

North Carolina's Ranker holeshot all four motos of Senior Mini and Super Mini, and that was the last the field would see of him. The battles for second were left to Kawasaki-mounted Anthony Nash, Zack McCoy, Daniel Tesh and Corey King. Competition behind Ranker was fierce, and in both classes there were many position changes during the motos. Except for Ranker's consistent first-place finishes, no rider earned the same position from moto to moto.

Tesh is worthy of mention for the fact that he was able to race in spite of wearing a cast on his wrist. The Kawasaki rider sits fourth in the Senior Mini MegaSeries points race, and finished third overall in Super Mini and fifth overall in Senior Mini.

Results

51 (4-6): 1. Logan Bell (LEM); 2. Cory Strickland (KTM); 3. Brandon Large (LEM); 4. Justin Jacobs (KTM).

51 (7-8): 1. Timothy Horn (LEM); 2. Eric Dudley (LEM); 3. Stephen Floyd (LEM); 4. Niki Floyd (Yam).

65 (7-9): 1. Matt Miller (Kaw); 2. Thomas Lee (Kaw); 3. Aaron Willis (Kaw); 4. Jesse Prescott (Kaw); 5. Wade Cordell (Kaw).

65 (10-11): 1. Chase Roberts (Kaw); 2. Phillip Ranker (Kaw); 3. Daniel Tessneer (Kaw); 4. Devon Hedrick (Kaw).

JR MINI: 1. Adam Wilson (Hon); 2. Chase Roberts (Kaw); 3. Matt Miller (Suz); 4. Daniel Tesh (Kaw); 5. Phillip Ranker (Suz).

SR MINI: 1. Bobby Ranker (Suz); 2. Anthony Nash (Kaw); 3. Zack McCoy (Hon); 4. Derick Hedrick (Suz); 5. Daniel Tesh (Kaw).

S/MINI: 1. Bobby Ranker (Suz); 2. Corey King (Suz); 3. Daniel Tesh (Kaw); 4. Zack McCoy (Hon); 5. Anthony Nash (Kaw).

80 D BEG: 1. J.R. Henry (Yam); 2. Brett Caldwell (Hon); 3. Chris Ferguson (Hon); 4. Joseph Earhart (Yam); 5. Michael Campbell (Yam).

SCHBY: 1. Jon Boruff (Hon); 2. Jason Frecker (Hon); 3. Paul Justus (Yam); 4. Luke Presnell (Hon); 5. Jonathan Tucker (Suz).

125 A: 1. Kevin Walker (Yam); 2. Mike Andrews (Suz); 3. Jason Sybert (Suz); 4. Tim Hodock (Hon); 5. Tyler Carr (Hon).

125 B: 1. Marcus Hedrick (Suz); 2. Jacob Dombrosky (Suz); 3. Chris Bault (Suz); 4. Jon Boruff (Hon); 5. Jason Sain (Hon).

125 C: 1. Luke Presnell (Hon); 2. Jason Thompson (Kaw); 3. Wesley McCoy (Yam); 4. Zach Yonce (Suz); 5. John Thompson (Hon).

125 D: 1. Bobby Graham (Hon); 2. Tommy Greer (Suz); 3. Eddie Cornett (Hon); 4. Jerry Lavender (Hon); 5. Jeffery Redefer (Hon).

250 A: 1. Kevin Walker (Yam); 2. Mike Andrews (Suz); 3. Billy Liles (Suz); 4. Jason Sybert (Suz); 5. Tyler Carr (Hon).

250 B: 1. Marcus Hedrick (Suz); 2. Jacob Dombrosky (Suz); 3. Scott Linkous (Suz); 4. Kyle Kelly (Kaw); 5. Preston Rose (Kaw).

250 C: 1. William Cassavaugh (Hon); 2. Wesley McCoy (Yam); 3. Brian Hall (Hon); 4. Reid Welborn (Suz); 5. Jon David Tyus (Yam).

250 D: 1. Tommy Hicks (Hon); 2. Al Albiker (Suz); 3. Adam Fleenor (Hon); 4. Jimmy Clendenin Jr. (Yam); 5. Chris Moss (Suz).

OPEN AM: 1. Ron Jones (Hon); 2. Jeff Tomlinson (Hon); 3. Ricky Thompson (Hon); 4. James Light II (Hon); 5. Billy Carr (Yam).

U/L B: 1. Alan Anderson (Hon); 2. Kyle Kelly (Kaw); 3. Jeff Shields (Kaw); 4. Christopher Hedrick (Hon); 5. Jason Sain (Hon).

U/L C-D: 1. Tom Tyus (Yam); 2. John Thompson (Hon); 3. Gary Hinkle (Yam); 4. Jason Summers (Hon); 5. David Buis (Hon).

ENDR/NON-CUR: 1. Timothy Bruce (Hon); 2. Rock Sisson (Kaw); 3. Wayne Moore (KTM); 4. Junior Green (Yam).

25+ A: 1. Kevin Walker (Yam); 2. Billy Liles (Suz); 3. Randy Richardson (Hon); 4. Bryan Adams (Kaw); 5. Barry Tapp (Suz).

25+ B: 1. Scott Linkous (Suz); 2. Jeff Mushala (Hon); 3. Steve Mason (Suz); 4. Bobby Ousley (Hon); 5. Steve Hensley (Hon).

25+ C: 1. David Whitson (Hon); 2. Anthony Bridges (Hon); 3. Dean Mitchell (Suz); 4. Gary Hinkle (Yam); 5. Cletis Greene (Hon).

30+ A: 1. Billy Liles (Suz); 2. Ron Jones (Hon); 3. Bryan Adams (Kaw); 4. Timmie Bowman (Hon); 5. Joel Baker (KTM).

30+ B: 1. Joey Singleton (Hon); 2. David Farris (KTM); 3. Mike Howard (Yam); 4. Johnny Rasar (Suz); 5. Barry Phillips (Kaw).

30+ C: 1. Anthony Bridges (Hon); 2. David Whitson (Hon); 3. Reid Welborn (Suz); 4. Craig Greer (Suz); 5. Cletis Greene (Hon).

40+: 1. Terrell Welborn (Suz); 2. Johnny Gibson (Hon); 3. Lynn Evans (Kaw); 4. James Greer (Kaw); 5. Eugene Shorty Goode (Suz).

48+: 1. Terrell Welborn (Suz); 2. Shorty Goode (Suz); 3. Ted Shortridge (Hon); 4. Robert Gardner; 5. Jim Cretsinger.

Wardy whips Perris

By Tony Alessi

PERRIS, CA, JUNE 17

Wardy? Who, Jeff Ward? That's right! Jeff Ward came out of retirement and showed the local Perris pros who's still the boss by posting a double-moto romp of the combined Pro class during the second of two GFI Mammoth Mountain warm-up races held at Perris Raceway.

Jeff Ward looked like he hasn't lost any speed since his retirement by running away with both combined Pro motos. British rider Mark Broadbelt was the fast starter of the day and led both motos, but a bad case of forearm pump held him back late in each of the two 15-lap motos.

In the end it was all Ward while Stan Chomer and Willy Musgrave were the next fastest with Chomar winning the 125cc class and Musgrave the 30+ division.

Mark Allen, David Hughes and Raymond Bowers banged heads in the 250cc Intermediate ranks throughout both motos. In the end better physical stamina on the part of Allen proved to be the winning formula as he went on to win both motos over 125cc class winner David Hughes.

Tim Olson was unstoppable in the 125cc Novice class and even a bad start in moto two couldn't hold him back from a double-moto sweep of the class. Joey Cirocco was the runner up in both motos in his first race in over two years while Neil Alonzo, Kaipo Chung and John Nelson rounded out the top five.

Results

50 (4-6) STK: 1. Jonathan McCarthy (Yam).

50 (7-8) STK: 1. Nathan Litwin (Yam).

60 BEG: 1. Michael Parker (Suz); 2. Jeff Alessi (Kaw).

60 NOV: 1. Miguel Jauregui (Kaw); 2. Mike Alessi (Kaw); 3. Donald Chollar (Kaw).

80 1ST TMR: 1. Paul Decoite (Yam); 2. Chris Rose (Suz).

80 INT: 1. Dusty Walters (Yam).

125 BEG: 1. Ryan Orr (Suz); 2. Jeff Zagorski (Kaw); 3. Raymond Carvalho Jr. (Hon); 4. Albert Mendes (Suz); Lil Rock Dias (Hon).

125 NOV: 1. Tim Olson (Suz); 2. Joey Cirocco (Yam); 3. Neil Alonzo (Kaw); 4. Kaipo Chung (Yam); 5. John Nelson (Hon).

125 INT: 1. David Hughes (Yam); 2. Raymond Bowers (Hon); 3. Dax Kastrin (Suz); 4. Tom Stuckey III (Hon); 5. Cougan McGruder (Hon).

125 PRO: 1. Stan Chomar (Hon); 2. Erik Anderson (Suz).

250 NOV: 1. Nathan Perkins (Yam); 2. Johnny Jump (Hon).

250 INT: 1. Mark Allen (Kaw); 2. Paul Kellen (Yam).

250 PRO: 1. Jeff Ward (Kaw); 2. Mark Broadbelt (Yam).

500 NOV: 1. Chris Weedon (Kaw).

25+ BEG: 1. Geno Carignan (Hon); 2. James Standardi (Yam); 3. Clayton Chung (Yam); 4. John Hackett (Kaw); 5. Tom Hunter (Hon).

25 INT: 1. Randy Danylo (Suz); 2. Brian Raleigh (Hon); 3. Paul Kellen (Yam).

25+ EX: 1. Willy Musgrave (Hon); 2. Alan Olson (Hon); 3. Jody Weisel (Kaw); 4. George Kohler (Hon); 5. Bengt Johannsson (Yam).

30+ BEG: 1. Steve Berg (Yam); 2. Chuck Willetts (Kaw); 3. Greg McCarthy (Hon); 4. Andy Rife (Kaw).

30+ NOV: 1. Bill Scott (Hon).

30+ INT: 1. Randy Danylo (Suz); 2. Greg Coy (Hon); 3. Troy Lee (Kaw); 4. Daniel Scharf (Kaw); 5. Cougan McGruder (Hon).

40+ NOV: 1. Larry Lee (Kaw).

40+ INT: 1. Wayne Cary (Hon).

40+ EX: 1. Alan Olson; 2. George Kohler; 3. Ray Pisarski; 4. Richard Eierstedt; 5. Bengt Johansson.

30+ PRO: 1. Willy Musgrave (Hon); 2. Willie Phee (Hon).

"Rocket" Rex melts Mammoth Motocross

By Kyle C. Parsons

MAMMOTH LAKES, CA, JUNE 17-18

The Over The Hill Gang had two days of doubt as the snow fell before the scheduled start of the Old Timers World Championships at the Mammoth Mountain Ski area. But while other riders abandoned the event, "Rocket" Rex Staten stayed to greet the bright sunshine on Saturday morning and dominate the Over The Hill Gang Pro class.

Staten grabbed the first-moto holeshot pursued by Mark White, Terry Fowler, Michael Johnson and Chuck Sun. As the pack headed up the famous Mammoth uphill, the 500s of Staten and White pulled slightly on the Husabergs of Fowler and Sun, Johnson, on a potent 250, was able to keep the big bores in sight as they approached the Mammoth downhill. White tried frantically to keep the very fast Staten in sight, but by the third lap, Staten had managed to pull out a 10-second lead, leaving White to fend off a hard-charging Fowler.

Back in the pack, Sun had come under attack from Robert Weber, Mark Nason, Val Tamietti and Mike Bosworth. The 1980 500cc National Champion put up a fight but was unable to keep the foursome behind him as the race wore on. With three laps remaining, Fowler had pulled up to challenge White for second place, making his move on the back straight. Coming into the berm at the end of the straight, Fowler came in low on White, forcing White to take evasive action that allowed Fowler to pass. Fowler then got up a full head of steam and started to close in on Staten, but time would run out before he could challenge for the lead, and the checkered flag fell for the first-moto winner, Staten. Moto two was a carbon copy of the first with Staten getting the holeshot and running away with the win.

By Sunday the track had completely dried, and conditions were perfect. When the gate fell for the first Pro moto, a revitalized White pulled the holeshot with Staten, Fowler, Johnson and Weber in pursuit. For the entire race, White and Staten diced, leaving Fowler to contend with Johnson, Weber and Bosworth. By the last lap, Staten had closed to within striking distance and was pressuring White, hoping for a mistake. As the two rounded the turn before the Mammoth Freeway, White cross-rutted, hitting a tree and allowing Staten by with only one turn remaining. White remounted but not before Fowler was able to get around for second place. The second moto was another carbon copy of the first two motos on Saturday, with Staten taking the win and the overall for the weekend. Sun, who was also riding the Support class with Ty Davis, had opted not to race the final Pro moto of the day in order to preserve himself as he gets his racing legs back underneath him.

Results

BEG: 1. Peter Mayforth; 2. Stephen Coates; 3. Bruce Bandemer; 4. Blake Koecher.

NOV: 1. John Marshall; 2. Joe Stern; 3. Scott Wheeler; 4. Mark Johnson.

INT: 1. Scott Berry; 2. Louie Peick; 3. Rob Healy; 4. Richard Mannschreck.

EX: 1. David Montgomery; 2. Ron McCoy; 3. Jay Heying; 4. Allan Decker.

PRO: 1. Rex Staten; 2. Terry Fowler; 3. Mark White; 4. Michael Johnson.

Murdoch a comet at Starwest Motocross

By David A. Procida

MORENO VALLEY, CA, JUNE 17

Darrin Murdoch has picked up his pace at the last couple of races in the Starwest Toyota Truck/KTM 50 Giveaway Series and has taken home his share of first-place trophies in the last couple of weeks. Tonight was no exception.

Murdoch combined two moto wins together to take the overall in the hotly contested 125cc Beginner class. Steven Fox rocketed out of the gate to lead the pack into the horseshoe-shaped start area. A bobble by the Team Aggravator rider in the apex left a pile of riders in the first turn, with Fox on the bottom.

Murdoch took over the point position with the familiar Honda of Nathan Craig close behind. Craig was pressuring Murdoch, sticking a wheel in on the leader at every opportunity, but the Mad Marks Motorcycle-sponsored Murdoch was sticking to all the good lines and not budging an inch.

As the pair hit the front straightaway, Murdoch was doubling the combined tabletop/double jump while Craig elected to single the tabletop and the following jump. This was where Murdoch was able to pull away from Craig, but Craig made up the distance by going faster through the esses and would be all over Murdoch as they entered the infield. Murdoch and Craig crossed the line in first and second, respectively.

Moto two saw Dino Reger grab the holeshot this time with Murdoch in tow. The Suzuki rider held onto the lead as the pair rode through the infield section of the course. But when Murdoch pulled alongside of Reger, heading for the U-turn before the big backfield tabletop jump, Reger grabbed too much throttle and overshot the turn.

Murdoch wasn't about to look a gift horse in the mouth, and he took the lead and ran. Craig was right behind him as Reger rejoined the race in third, ahead of Justin Gutierrez and Raymond Carvalho.

Murdoch was enjoying a comfortable lead and cruised home to the moto win as Dias, who had charged through the pack after a bad start, followed him past the checkers in second.

Results

Pee Wee Track

STK A: 1. Michael Parker (KTM).

STK B: 1. Jarred Browne (KTM); 2. Sean Mclnroe (Yam); 3. Michael LaPaglia (KTM); 4. Justin Workman (Yam); 5. Sean Borkenhagen (Yam).

MOD A: 1. Michael Parker (KTM).

MOD B: 1. Michael LaPaglia (KTM); 2. Justin Workman (Yam); 3. Sean Borkenhagen (Yam).

BEG STK (4-6) D-1: 1. Chad Gores (KTM); 2. Warren Davis (KTM); 3. Noah Hernandez (Yam); 4. Chris Aleksiejozyk (Yam); 5. Michael Perry (KTM).

BEG STOCK (4-6) D-2: 1. Brandon Million (KTM); 2. Kameron Scott (KTM); 3. Brys B.J. Kuntz (Yam); 4. Jason Griffin (KTM); 5. Jon McCarthy (Yam).

BEG STK (4-6) RUNOFF: 1. Warren Davis; 2. Kameron Scott; 3. Noah Hernandez; 4. Chad Gores; 5. Jason Griffin.

MOD STK (4-8): 1. Jeff Loop (Yam); 2. Bryan Brimhall (Yam); 3. Chad Gores (KTM); 4. Chris Aicksiejozyk (Yam); 5. Noah Hernandez (Yam).

BEG STK (7-8): 1. Michael Raines (Yam); 2. Sean Coleman (Yam); 3. Mikal Overman (KTM); 4. Terrence Schoden (Yam).

STRTR (4-6): 1. Gabriel Amparan (KTM); 2. Kahn Goodsite (KTM); 3. Tyler Scarbrough (Yam); 4. Nicholas Huff (Suz).

Supercross Track

60 (6-8): 1. Carlos Gonzalez (Kaw); 2. Donald Chollar (Kaw); 3. Kyle Foltz (Kaw); 4. Dane Jackson (Kaw); 5. Scott Martin (Kaw).

60 (9-11): 1. Jesus Castillos (Kaw); 2. Cale Wallace (Kaw); 3. Joshua Grant (Kaw); 4. Daniel Taft (Kaw); 5. Jason Medina (Kaw).

80 (0-11): 1. Jesus Castillos (Yam); 2. Nick Alverez (Hon); 3. Scott Simon (Suz); 4. Robert Seeds (Suz).

80 (12-13): 1. Bryan McGavran (Hon); 2. Billy Payne (Kaw); 3. Jonathan Shrimp (Suz); 4. Chris Rogers (Suz); 5. Chris Hinsinger (Suz).

80 (14-16): 1. Danny Carlson (Kaw); 2. Klint LaPlante (Yam).

80 BEG: 1. Derek Lindsey (Hon); 2. Jeff Dase (Suz); 3. Chris Andrews (Kaw); 4. Shane Fox (Kaw); 5. David Sullins (Yam).

WMN: 1. Lauren Perry (Kaw); 2. Meshay Garcia (Yam); 3. Mary Manhard (Yam); 4. Jenifer Caputo (Hon).

125 BEG: 1. Darrin Murdoch (Hon); 2. Rock Dias (Hon); 3. Dino Reger (Suz); 4. Nathan Craig (Hon); 5. Justin Gutierrez (Yam).

125 NOV: 1. Oscar Vaidez (Suz); 2. Dustin Lunde (Kaw); 3. Lance White (Kaw); 4. Bryan Jaramillo (Kaw); 5. Klint LaPlante (Yam).

250 BEG: 1. Jeremiah Brower (Kaw); 2. Roger Burgett (Yam); 3. Cory Onaka (Hon); 4. Jess Gardner (Hon).

250 NOV: 1. Corey Onaka (Hon).

25+ BEG: 1. John Turner (Suz); 2. Larry Heidler (Hon).

30+ BEG: 1. Scott Scarbrough (Hon); 2. Marco Vaidovinos (ATK); 3. Mike Hartman (Suz).

30+ NOV: 1. Mark Stroup (Yam); 2. Roger Wells (Yam); 3. Marc Keech (Suz); 4. Jerry Sechler (Kaw); 5. Cy Zuidema (Hon).

30+ INT: 1. Dennis Foster (Hon).

40+ NOV: 1. Chris Schlickenmeyer (Hon).

Falde boys fast at Filmore Grass Drags

By Rose Parmeter

FILMORE, WI, JUNE 17

Sweltering 90-degree temperatures fried the crowd while the Falde brothers fried the competition at the semiannual Filmore Sportsman's Motorcycle Grass Drags, hosted by the Ozuakee Guzzler's Motorcycle Club on its clubgrounds.

The event runs similar to drag races on asphalt, except you see knobby tires instead of racing slicks, and most competitors ride motocross bikes instead of street bikes. A double elimination system is used, allowing each rider two times to lose before being knocked out. Two riders run side by side on a 100-yard grass strip. Riders leave the start line watching the lights, while two flagmen determine the winner at the finish line.

Chad and Joel Falde drove five hours from Spring Valley, Wisconsin, for their first appearance at a grass drag competition and made it all worthwhile. Older brother Chad Falde took home over $300 in winnings, collecting wins in the 251-500cc and Open classes, and in the final runoff for the day's fastest riders.

The father and son team of Mel and Jeff Piontek stole the show in the 176-250cc class. Both Pionteks were hot as Jeff on a KX and Mel on a CR easily picked off the competition. In the final round there was a tie between the two, calling for a runoff. The tie-breaker was close, with Jeff Piontek beating out his 40-something dad. The younger Piontek barely broke a sweat in the 100-175cc class where he picked up yet another win, leaving the rest of the pack in the dust.

Results

0-99: 1. Ben Kramer (Yam); 2. Jake Ryun (Kaw); 3. Jamie Rose Parmeter (Hon).

100-175: 1. Jeff Piontek (Hon); 2. Brian Kramer (Kaw); 3. Jason Heinecke (Kaw).

176-250: 1. Jeff Piontek (Kaw); 2. Mel Piontek (Hon); 3. Dan Schuetz (Kaw).

251-500: 1. Chad Falde (Hon); 2. Joel Falde (Hon); 3. Matt Bronk (Yam).

501-Open: 1. Chad Falde (Hon); 2. Joel Falde (Tri); 3. John Dricken (Tri).

SPRINT: 1. Dan Lauters; 2. Louis Lauters; 3. Billy Dei.

Boehlke blasts Howard Lake HM

By Tim McBride

HOWARD LAKE, MN, JUNE 17

After a somewhat slow start Kurt Boehlke turned on the heat and scored a double-class victory with wins in both the 250 and 500 Pro-Am mains at the fourth annual Donahue Harley-Davidson Minnesota Half Mile.

Although Boehlke struggled to a fifth-place finish in the 250 Pro-Am heat race, he turned the tables during the main event. After the start and some heavy dicing with Verdeen Langland and Randy Triplett, Boehlke took uninterrupted possession of the lead on lap two. Langland and Triplett remained undecided about who would finish second, as they continued to battle for position at a slight distance behind the eventual race winner, Boehlke.

Meanwhile, Tim Zemmanovic and Bucky Lorentz argued over fourth. Defending class champ Langland finally landed the second-place position from Triplett, but only by a whisper. After a well-executed draft pass, a photo finish saw Zemmanovic steal fourth place from Lorentz.

Obviously pumped, Boehlke returned for the 500 Pro-Am final. He earned the pole position by scoring the heat-race win after a race-long battle with Mike Hoh. Boehlke pulled the holeshot at the start and led a tight pack of contenders that included Hoh, Eric Brouhard, Norb Gregory, Verdeen Langland and Paul Anderson down the back chute. After the first lap, Hoh faded dramatically when he discovered he forgot to don his steel shoe prior to the race.

With Hoh out of the picture, Brouhard stepped up to challenge Boehlke for the rest of the race. Brouhard remained within striking distance of Boehlke for the balance of the race, but this would be Boehlke's day.

Slightly behind the front-runners, a close three-way battle for third took place between Gregory, Langland and Anderson. In the end Langland would prevail.

Honorable mention goes to yet another multi-class winner in the form of Davey Durelle. Not surprisingly, Durelle scored wins in every event he contested. It seems every time the diminutive GNP dirt track veteran shows up for a race, the local riders figure second place is just as good as a win.

The 40+ final saw Buzz Arndt and John Sutherlin engage in a heated race-long exchange for the lead position. Arndt finally netted the win over Sutherlin by a slight margin. Bob Reynolds and John Gustafson raced to fourth and fifth, respectively.

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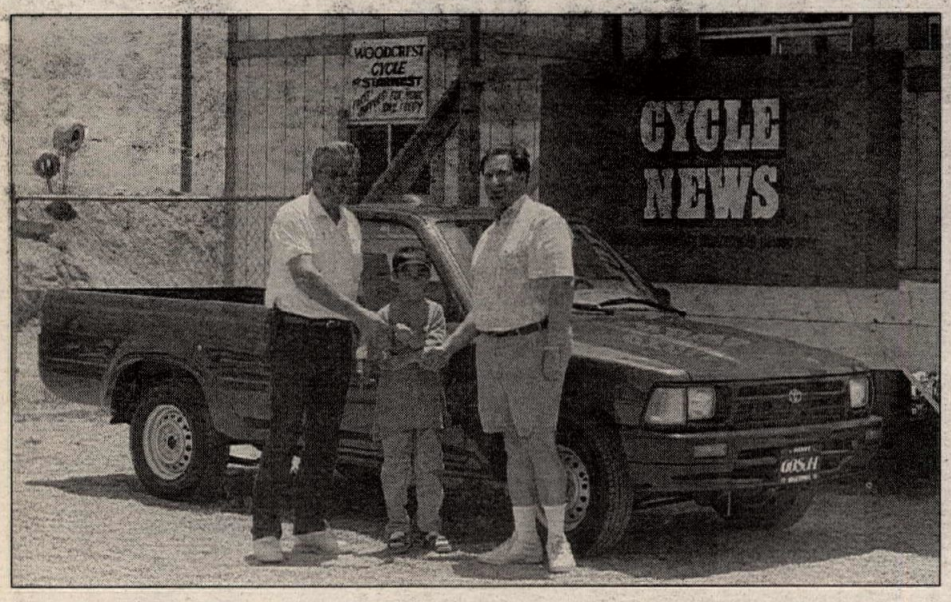
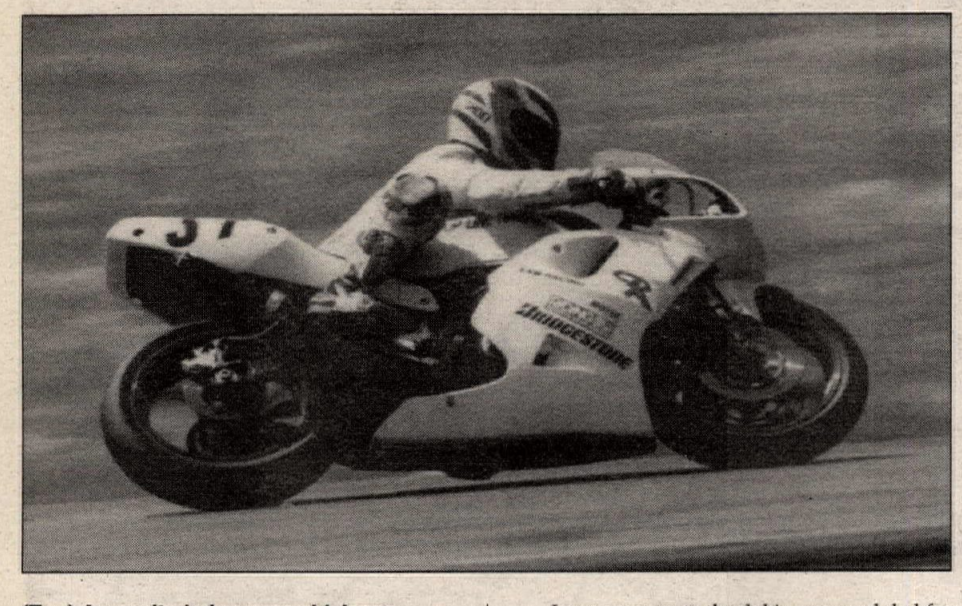




(Top) An excited nine-year-old Jason Medina accepts the key to the new Toyota truck he won at Starwest's night series finale. (Above) Brian Okubo scored the Lightweight GP victory at Brainerd International Raceway.

Fifth-grader takes truck at Starwest final

By Tony Alessi

PERRIS, CA, JUNE 24

Nine-year-old Jason Medina was the big winner of the new Toyota truck during the Starwest Night Series Finale.

After a mediocre evening at the races where Medina finished third in the 60cc 9-11 and fourth in the 80cc 0-11, things went from fair to excellent just after the eighth race of the evening.

"I remember looking at Shane Fox," said Jason's dad, Joe. "They said the winner was from Apple Valley and only we and Shane were here from that city.

"The next thing I know, they said Jason Medina come get your truck. I was speechless after that."

Jason went on to thank his mom and dad for bringing him to the races and looks forward to the year 2002 when he can actually drive his new truck. Until then dad/mechanic and all-around nice guy Joe Medina said it will be the new Team Aggravator race vehicle that will take the bikes to the races every weekend.

Results

600 PRO-AM: 1. Davey Durelle; 2. Randy Triplett; 3. Billy Hoffmiester; 4. Kurt Boehlke; 5. Eric Brouhard.

750 PRO-AM: 1. Davey Durelle; 2. Billy Hoffmiester; 3. Steve Hill; 4. Randy Triplett.

883 PRO: 1. Davey Durelle; 2. Andy Nelson; 3. Billy Hoffmiester.

500 PRO-AM: 1. Kurt Boehlke; 2. Eric Brouhard; 3. Verdeen Langland; 4. Norb Gregory; 5. Paul Anderson.

250 PRO-AM: 1. Kurt Boehlke; 2. Verdeen Langland; 3. Randy Triplett; 4. Bucky Lorentz; 5. Tim Zemmanovic.

VINT TW: 1. Tom Robertson; 2. Thunder Klunder; 3. Jim Eastlee.

OPEN VINT: 1. Buzz Arndt; 2. Tim Gregory; 3. Thunder Klunder; 4. Charlie Langland; 5. Jim Eastlee.

OPEN AM: 1. Marcus Bauer; 2. Tim Zemmanovic; 3. Dave Jenkins; 4. Lee Fealy; 5. Tim Gregory.

250 AM: 1. Tim Zemmanovic; 2. Marcus Bauer; 3. Keegan Iverson; 4. Eric Thorstad.

50+: 1. Buzz Arndt; 2. Thunder Klunder; 3. John Sutherlin; 4. Robert Battin; 5. Tom Robertson.

40+: 1. Buzz Arndt; 2. John Sutherlin; 3. Bob Reynolds; 4. John Gustafson.

30+: 1. Dave Jenkins; 2. Marty Mataya; 3. Keith Raveling; 4. Doug Sullivan; 5. Andy Nelson.

NOV: 1. Justin Young; 2. Jim Jaruszewski; 3. Doug Sullivan; 4. Curtis Sullivan; 5. Martin Leir.

85: 1. Verlon Langland; 2. Adam Henrichs; 3. Anthony Gardner; 4. Adam Malecek.

65: 1. Anthony Gardner; 2. Travis Laney; 3. Andrew Larson.

50 STRTR (4-6): 1. David Hough (LEM); 2. Elizabeth Krynicki (Yam); 3. Kyle Bergantz (KTM).

50 STRTR (7-8): 1. Ricky Johnson (Yam).

50 BEG (4-6): 1. Phillip Aube (Yam); 2. Mike Preciado (KTM); 3. Dave Greene (KTM).

50 BEG (7-8): 1. Mikal Overman (KTM); 2. Tyler Fineda (KTM).

50 STK (4-6): 1. Michael LaPaglia; 2. Chase Takacs (KTM); 3. Brandon Million (KTM); 4. Warren Davis (KTM); 5. Noah Hernandez (Yam).

50 STK (7-8): 1. Michael Parker (KTM); 2. Justin Workman (Yam); 3. Sean McInroe (Yam); 4. Terrence Schoelen (Yam).

50 MOD: 1. Michael Parker (KTM); 2. Michael LaPaglia (KTM); 3. Aaron Bergantz (LEM); 4. Jeff Loop (Yam); 5. Kameron Scott (KTM).

60 (6-8): 1. Kyle Foltz (Kaw); 2. Cas Scott (Kaw); 3. Mark Atkins (Kaw); 4. Bryanna Benedict (Kaw); 5. Aaron Bergantz (Kaw).

60 (9-11): 1. Jesus Casillas (Kaw); 2. Anthony Bruscella (Kaw); 3. Jason Medina (Kaw); 4. Nick Wells (Kaw); 5. Kelly Tedder (Kaw).

80 BEG: 1. Chad Gaumer (Kaw); 2. Chris Andrews (Kaw); 3. Jordan Cochrum (Kaw); 4. Shane Fox (Kaw); 5. Sean O'connor (Yam).

80 (0-11): 1. Jesus Casillas (Yam); 2. Daton Beavers (Hon); 3. Anthony Bruscella (Suz); 4. Jason Medina (Hon).

80 (12-13): 1. Chris Rogers (Suz); 2. David Sullins (Yam); 3. Bryan McGavran (Hon).

125 BEG: 1. Justin Gutierrez (Yam); 2. Nicholas Waters (Suz); 3. Casey Newhouse (Kaw); 4. David Hutchison (Kaw); 5. Chris Newhouse (Kaw).

125 NOV: 1. Jason Coleman (Hon); 2. Nathan Craig (Hon); 3. Luke Fullmer (Suz).

125 INT: 1. Danny Montoya (Suz).

250 BEG: 1. Rusty Setser; 2. Larry Heidler (Hon).

250 INT: 1. David McCown (Hon); 2. Dennis Foster (Hon).

250 PRO: 1. Ed Redman (Hon).

STOCK B: 1. Michael Raines (Yam); 2. Nathan Litwin (Yam); 3. Chaz Diesel (Yam).

25+ BEG: 1. Michael Zepeda (Yam); 2. Mike Moore (Kaw).

25+ NOV: 1. Andy Kyler (Suz); 2. John Turner (Suz).

30+ BEG: 1. Tim Sidall (Suz); 2. Craig Andman (Kaw); 3. Bobby Johnson (Suz); 4. Maro Valdovinos (ATK).

30+ NOV: 1. Scott Scarbrouga (Hon); 2. Marc Keech (Suz); 3. Mike Conner (Hon).

40+ NOV: 1. Chris Schlickenmeyer (Hon).

Dipple, Henry hot at Brainerd Road Race

By Paul James
Photo by Keith McKenna

BRAINERD, MN, JUNE 17-18

Pat Dipple and David Henry teamed up to win the Heavyweight Supersport class as well as the overall title in the Central Roadracing Association's three-hour endurance race held at Brainerd International Raceway in sweltering conditions.

With track temperatures soaring well above 100 degrees at the start of Saturday afternoon's endurance race, Dipple and Henry merely added fuel to the fire by blitzing the field aboard Dipple's Kawasaki ZX- 7R. The teammates set a blistering pace, completing 78 laps of the three-mile road course (the event was shortened slightly due to earlier delays in the CRA's first of two endurance event weekends scheduled this season).

Mike Ruehle, who was using the endurance as extended practice time for the upcoming AMA 750cc Supersport National, and Dipple battled for the lead early. The pair diced back and forth as they began to work their way through the slower traffic.

On lap 12, Ruehle waved Dipple by and pulled off to make adjustments. Dipple and Henry were never challenged again, except by the brutally hot conditions.

"Our only real problem was the heat," said the Advanced Heating and Air Conditioning/Seaberg's Power Sports/Zero Gravity/AFAM/Air-Tech/Motul/Lockhart-Phillips/Fog City/D&D and Factory-sponsored Dipple. "I ran two 45-minute sessions, and after each one I was overheating. I also had a headache from squinting into the bright sun."

Results

H-D 883: 1. Brett Donahue (H-D); 2. Michael Golden (H-D); 3. Jeff Johnson (H-D); 4. Roger Hendricks (H-D); 5. Kory Hofer (H-D).

NOV U/L SS: 1. Steven Long (Suz); 2. Eric Lardy (Suz); 3. Jack Kindberg (Suz); 4. Barry Vassar (H-D); 5. Chris Lakey (Suz).

EX U/L SS: 1. Erik Paulsen (Suz); 2. Roger Hendricks (Suz); 3. Doug MacCallum (Suz); 4. Joe Cornelius (Suz); 5. Scott Jaffe (Suz).

NOV L/W SS: 1. Scott Head (Yam); 2. Adam Sylvester (Yam); 3. Brad Banister (Yam); 4. Paul Taklo (Yam); 5. John Deaninger (Yam).

EX L/W SS: 1. Patrick Brown (Yam); 2. Marc Chiodo (Yam); 3. Patrick Lambert (Yam); 4. Mark Vanderwerf (Yam); 5. Mark Dargis (Yam).

NOV M/W SS: 1. Jason Hanson (Hon); 2. Scott Fryer (Hon); 3. Jacque Poquette (Hon); 4. Charles Jondal (Hon); 5. Chad Fredricks (Hon).

EX M/W SS: 1. Jason Brookshow (Hon); 2. Brad Zajic (Kaw); 3. Steve Ortiz (Hon); 4. Brent Bixby (Kaw); 5. Marc Chiodo (Kaw).

NOV H/W SS: 1. Greg Fryer (Yam); 2. Brant Freeburg (Hon); 3. Jacque Poquette (Hon); 4. Mike Sundstrom (Kaw); 5. Jason Hanson (Hon).

EX H/W SS: 1. Scott Ruehle (Kaw); 2. Pat Dipple (Kaw); 3. Jason Brookshow (Hon); 4. Brad Zajic (Kaw); 5. Rod Fidler (Suz).

UNLTD SS: 1. Scott Ruehle (Kaw); 2. Pat Dipple (Kaw); 3. Steve Ortiz (Hon); 4. Glenn O'Conner (Kaw); 5. Boyd Hedstrom (Kaw).

NOV U/L S/BK: 1. Steven Long (Suz); 2. Jack Kindberg (Suz); 3. Eric Lardy (Suz); 4. Jeff Japs (Suz); 5. Fausto Iglesias (Suz).

EX U/L S/BK: 1. Bryan Okubo (Yam); 2. Glen Christianson (Suz); 3. Darrell Pearson (Suz); 4. Kevin Johnson (Suz); 5. Terry Dusing (Suz); 6. Scott Jaffe (Suz).

NOV L/W S/BK: 1. Marty Heinz (Kaw); 2. Paul Taklo (Yam); 3. Dave Wappler (Hon); 4. Devlin Holt (Hon); 5. Eric Lardy (Suz).

EX L/W S/BK: 1. Glen Christianson (Suz); 2. Erik Paulsen (Suz); 3. Tom Maier (Suz); 4. Kevin Johnson (Suz); 5. Drew Jaeger (Suz).

NOV L/W S/BK: 1. Brian Ertel (Yam); 2. Scott Head (Yam); 3. William Ask (Yam); 4. Tim Tollefson (Hon); 5. John Deininger (Yam).

EX L/W S/B: 1. Bryan Okubo (Yam); 2. Mark Dargis (Yam); 3. Marc Chiodo (Yam); 4. Patrick Brown (Yam); 5. Patrick Lambert (Yam).

NOV M/W S/BK: 1. Martin Weber (Hon); 2. Brian Ertel (Yam); 3. Brad Banister (Yam); 4. William Ask (Yam); 5. Steve Maikle (Hon).

EX M/W S/BK: 1. Marc Chiodo (Yam); 2. Mark Dargis (Yam); 3. Patrick Brown (Yam); 4. Mark Vanderwerf (Yam); 5. Patrick Lambert (Yam).

NOV M/W S/BK: 1. Scott Fryer (Hon); 2. Jacque Poquette (Hon); 3. Jason Hanson (Hon); 4. Scott Bergquist (Kaw); 5. Chad Fredricks (Hon).

EX M/W S/BK: 1. Jason Brookshow (Hon); 2. Steve Ortiz (Hon); 3. Marc Chiodo (Kaw); 4. Sohn Wehseler (Hon); 5. Todd Strang (Kaw).

NOV H/W S/BK: 1. Mike Sundstrom (Kaw); 2. Greg Fryer (Yam); 3. Jacque Poquette (Hon); 4. Troy Crandall (Kaw); 5. Charles Jondal (Hon).

EX H/W S/B: 1. Michael Ruehle (Kaw); 2. Pat Dipple (Kaw); 3. Jason Brookshow (Hon); 4. Steve Ortiz (Hon); 5. Patrick Lambert (Yam).

UNLTD S/BK: 1. Scott Ruehle (Kaw); 2. Michael Ruehle (Kaw); 3. Pat Dipple (Kaw); 4. Rod Fidler (Suz); 5. Roger Hendricks (Suz).

NOV U/L GP: 1. Steven Long (Suz); 2. Jack Kindberg (Suz); 3. Eric Lardy (Suz); 4. Fausto Iglesias (Suz); 5. Chad Collins (Suz).

EX U/L GP: 1. Bryan Okubo (Yam); 2. Glen Christianson (Suz); 3. Roger Hendricks (Suz); 4. Teny Dusing (Suz); 5. Darrell Pearson (Suz).

NOV L/W GP: 1. Scott Head (Yam); 2. Brian Ertel (Yam); 3. William Ask (Yam); 4. Chad Ottoson (Yam); 5. John Deininger (Yam).

EX L/W GP: 1. Marc Chiodo (Yam); 2. Mark Dargis (Yam); 3. Patrick Lambert (Yam); 4. Patrick Brown (Yam); 5. Mark Vanderwerf (Yam).

NOV M/W GP: 1. Scott Fryer (Hon); 2. Charles Jondal (Hon); 3. Jason Hanson (Hon); 4. Chad Fredricks (Hon); 5. Jacque Poquette (Hon).

EX M/W GP: 1. Bryan Okubo (Yam); 2. Steve Ortiz (Hon); 3. Marc Chiodo (Kaw); 4. Kevin Cisaroski (Yam); 5. Sohn Wehseler (Hon).

NOV H/W GP: 1. Greg Fryer (Yam); 2. Mike Sundstrom (Kaw); 3. Scott Fryer (Hon); 4. Charles Jondal (Hon); 5. Jacque Poquette (Hon).

EX H/W GP: 1. Michael Ruehle (Kaw); 2. Pat Dipple (Kaw); 3. Roger Hendricks (Suz); 4. Steve Ortiz (Hon); 5. Keith Dierkes (Kaw).

UNLTD GP: 1. Pat Dipple (Kaw); 2. Michael Ruehle (Kaw); 3. Roger Hendricks (Suz); 4. Steve Ortiz (Hon); 5. Keith Dierkes (Kaw).

ENDUR O/A: 1. Pat Dipple/David Henry (H/W SS); 2. Glenn O' Connor/Jeff Lien (H/W GP); 3. Sohn Wehseler/Shane Simonette (M/W GP); 4. Brad Frey/Troy Storm (M/W GP); 5. Dan Brody/Randy Brody (M/W GP).

Oldakowski victorious at Roebling Road RR

By Van Funchess

FAULKVILLE, GA, JUNE 10,

Rich Oldakowski survived a long battle with Ed Salley for the win in the Vintage Three class during round 10 of the National Vintage Series at the Roebling Road Raceway.

Both men were mounted on Yamaha XS650s as they dominated the race from start to finish. Salley, the former dirt track star, appeared to have a slight advantage on the long front straightaway with Oldakowski throwing sparks in the back section to stay close. Oldakowski made his pass in the infield and was able to hold off Salley before the finish line for the victory, with Keith Powell coming in third on his Yamaha RD350.

Gary Smith beat Harold Page by the length of his front wheel in Vintage One action during the first race of the day. Page was later penalized for passing traffic under a yellow flag and was dropped to fourth place, moving Rixon Breckon, the defending National Champion, into second with Daniel Kane rising to third. All the top finishers were Honda CB350-mounted.

Page came back in the last race of the day to win the Vintage Two class over Ted Hubbard and Breckon. Gary Stumm recorded his third victory for the season in the Vintage Four class as he led from start to finish over Richard Gruhn and Mark Morrow. Stumm is undefeated in this class with no one else able to match the pace set by the Yamaha-mounted rider.

Results

VINT 1: 1. Gary Smith (Hon); 2. Rixon Breckon (Hon); 3. Daniel Kane (Hon); 4. Harold Page (Hon); 5. Mark Nadelkoy (Hon).

VINT 2: 1. Harold Page (Hon); 2. Ted Hubbard (BSA); 3. Rixon Breckon (Hon); 4. Richard Miles (Nor); 5. Tim Joyce (Tri).

VINT 3: 1. Rich Oldakowski (Yam); 2. Ed Salley (Yam); 3. Keith Powell (Yam); 4. Van Funchess (Duc); 5. Harold Page (Yam).

VINT 4: 1. Gary Stumm (Yam); 2. Richard Gruhn (Kaw); 3. Mark Morrow (Yam); 4. Ed Salley (Yam); 5. Richard Oldakowski (Yam).

VINT 5: 1. Frank Stroman (Kaw); 2. Michael Conforti (Kaw); 3. Mark Schmitt (Kaw); 4. Rich Oldakowski (Yam); 5. K. Scott Cheek (Suz).

VINT 6: 1. Michael Conforti (Kaw); 2. Rich Oldakowski (Yam); 3. Richard Fawcett.

Jenkins jams at Cambridge TT

By Tim McBride

CAMBRIDGE, MN, JUNE 18

Dave Jenkins proved that his 1994 DTRA 30+ class championship was not a fluke by soundly trouncing his competitors in two classes as the Norsman Motorcycle Club hosted their biannual, AMA District 23 Cambridge TT race.

The first class to fall to the second-year dirt tracker was the Open B class. Jenkins dominated the field with a flag-to-flag run to the checkers. Tim "Z-Man" Zemmanovic, Tim Gregory, Marcus Bauer and Eric Thorstad gave chase. The 30+ class was no different for Jenkins as he sped to victory with Marty Mataya and Tim McBride following.

The Micro-Mini Jr class was a bit more dramatic for the race fans. Joshua Koch jumped into what seemed to be an insurmountable lead at the start of the five-lap main event. Way back in the pack, a very determined Lee Mies Jr. mounted a charge that saw him slowly reel in Koch. By the final lap he was breathing down his tailpipe.

The duo reached the checkered flag side by side, but after some deliberation, Koch was rewarded the win over Mies. Rounding out the top five were Weston Lind, Kevin Anderson and Derrik Guifoyle.

Defending AMA class champion Verdeen Langland was seen in a familiar place during the 250 Pro main event: out front. Langland held off a hard-charging Kurt Boehlke and Randy Triplett to score his second win of the season.

While running in second place during the Open Pro final, Langland seemed to be gaining ground on perennial front-runner Davey Durelle. But a scary off-track excursion saw Langland lose several positions. Durelle then raced to a comfortable victory ahead of Randy Triplett, Dan Zitur, Boehlke, a recovered Langland and Bucky Lorentz.

Results

600 PRO-AM: 1. Davey Durelle; 2. Randy Triplett; 3. Dan Zitur; 4. Kurt Boehlke; 5. Verdeen Langland.

250 PRO-AM: 1. Verdeen Langland; 2. Kurt Boehlke; 3. Randy Triplett; 4. Bucky Lorentz.

OPEN AM: 1. Dave Jenkins; 2. Tim Zemmanovic; 3. Tim Gregory; 4. Marcus Bauer; 5. Eric Thorstad.

250 AM: 1. Tim Zemmanovic; 2. Keegan Iverson; 3. Eric Thorstad; 4. Doug Deering; 5. Marcus Bauer.

50+: 1. Buzz Arndt; 2. John Sutherlin; 3. Charile Langland; 4. Frank Radloff.

40+: 1. Buzz Arndt; 2. John Sutherlin.

30+: 1. Dave Jenkins; 2. Marty Mataya; 3. Tim McBride.

VINT TW: 1. Tom Robertson; 2. Frank Radloff.

VINT SGL: 1. Tim Gregory; 2. Randy Thistle; 3. Daryl Pangerl; 4. Buzz Arndt; 5. Mike Pangerl.

OPEN MX: 1. Quentin Blomberg; 2. Justin Young; 3. Doug Deering; 4. Tim James.

250 MX: 1. Robb Grill; 2. Quentin Blomberg; 3. Jason Larson; 4. Chuck Chesler; 5. Randy Riley.

80: 1. Keegan Iverson; 2. Adam Henrichs; 3. Anthony Gardner; 4. Verlon Langland; 5. Jeremy Slocum.

MINI SR: 1. Josh Koch; 2. Lee Mies Jr.; 3. Weston Lind; 4. Kevin Anderson; 5. Derrik Guifoyle.

MINI JR: 1. Chris Larson; 2. Mat Crandell; 3. Cody Swenson; 4. Travis Henrichs; 5. Alex Gardner.

Schwartz, Venegas victorious at Costa Mesa Speedway

By Elaine Jones

COSTA MESA, CA, JUNE 23

On a track that was extremely rough due to a rodeo the previous week, Bobby Schwartz and Charlie Venegas toughed it out to win the Scratch and Handicap main events, respectively, at Costa Mesa speedway. The track was totally unpredictable and riders found their Waterloos in the corners when bikes hooked up unexpectedly, throwing some of the best in the business to the ground.

Direct transfers to the Scratch main went to Venegas, Schwartz, Gary Hicks and Steve Lucero. The transfer spot went to Don Odom who drew the number-two starting position. Schwartz was on pole, with Lucero in three and Venegas and Hicks in four and five, respectively.

Off to an awesome start, Schwartz muscled his bike through the turns with his front wheel bouncing like a rubber ball. Quick starter Schwartz then found the best line and put lots of daylight between himself and the rest of the field. Lucero is getting more formidable every week and was running a solid second place in front of the real battle, between Odom and Hicks, until the white flag. Odom held Hicks off until the white flag, but went high and Hicks moved into third.

The race was a short one for Venegas as he got into the tapes and it was over before it started.

Venegas was loaded for bear when the Handicap main came to the line, but the red flag came out on the second lap when leader Jerry Black went down. On the restart, Venegas, who had come from the 50-yard line, was in third, with Lucero and Gary Ackroyd the only two between him and the win. It took Venegas one lap to get by Ackroyd, but it was three more before he was able to get by Lucero. Brad Oxley, also from the 50-yard line, got through traffic for the third spot.

Schwartz had his second win of the evening in the second round of the Coors Light Challenge. He read the light perfectly and it was over before it started. Two laps later Schwartz had taken the checkered.

Results

SCRATCH MAIN: 1. Bobby Schwartz (Wes); 2. Steve Lucero (GM); 3. Gary Hicks (Wes); 4. Don Odoin (Gdn); 5. Charlie Venegas (Jaw).

HDCP MAIN: 1. Charlie Venegas (Jaw); 2. Steve Lucero (GM); 3. Brad Oxley (Wes); 4. Gary Ackroyd (Wes); 5. Jerry Black (Wes).

SDCAR: 1. Lewis/Macy (Yam); 2. Steele/King (Hon); 3. Hall/Miller (Kaw); 4. McIntyre/German (Kaw).

SUP MAIN: 1. Jake Zemke (Wes); 2. Paul Colston (Wes); 3. Craig DePhillippi (Jaw); 4. David Lynch (Jaw); 5. Mike Boyle (Jaw).

SUP B: 1. Greg Starcevic (Jaw); 2. Rick Bishop (Jaw); 3. Jason Daniels (Jaw); 4. Jim Mustain (Jaw); 5. Mike Johnson (Jaw).

Schwartz again at Speedway USA

By Michael Maher

VICTORVILLE, CA, JUNE 24

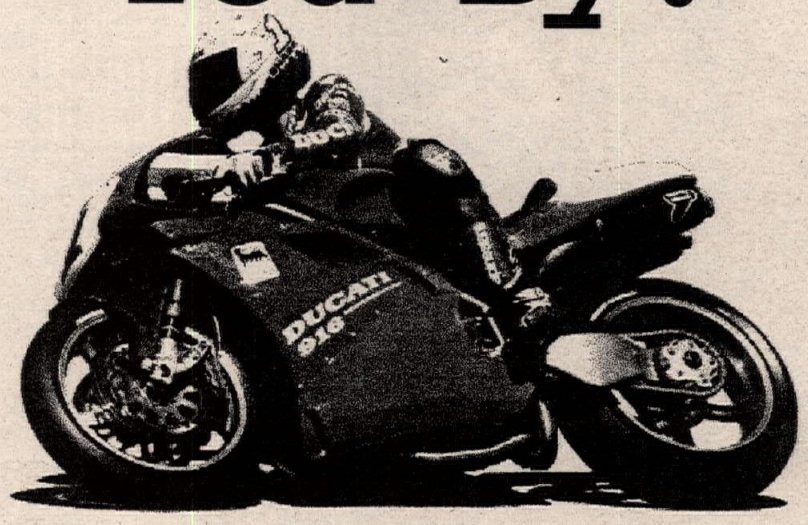
Bobby Schwartz is batting a thousand. After skipping the first few weeks of the Speedway USA season, Boogaloo now has two scratch main-event victories in two tries. Not bad for a rider who says he is on his farewell tour.

Schwartz took the starting line beside Charlie Venegas, Steve Lucero and Jim Estes. When the tapes went up Estes got the jump but his lead didn't last very long, as Schwartz, Venegas and Lucero all got by in the first turn. Venegas and Lucero stayed on Schwartz's rear fender but neither of them could make the pass and the trio crossed the finish line in a close 1-2-3 with Estes settling for a distant fourth.

Randy Evans took the early lead in the handicap main but he soon found he had Schwartz and Lucero breathing down his neck. The pressure of having two former national champions on his tail did not faze Evans and he held on to the lead as the front-running trio approached the final turn.

It was there that second-place Schwartz made a rare bobble and Lucero shot past. Evans took the victory over Lucero, Schwartz, Andy Northrup, Venegas and John Aden, who suffered an early race get-off.

Don't Let the World Pass You By.



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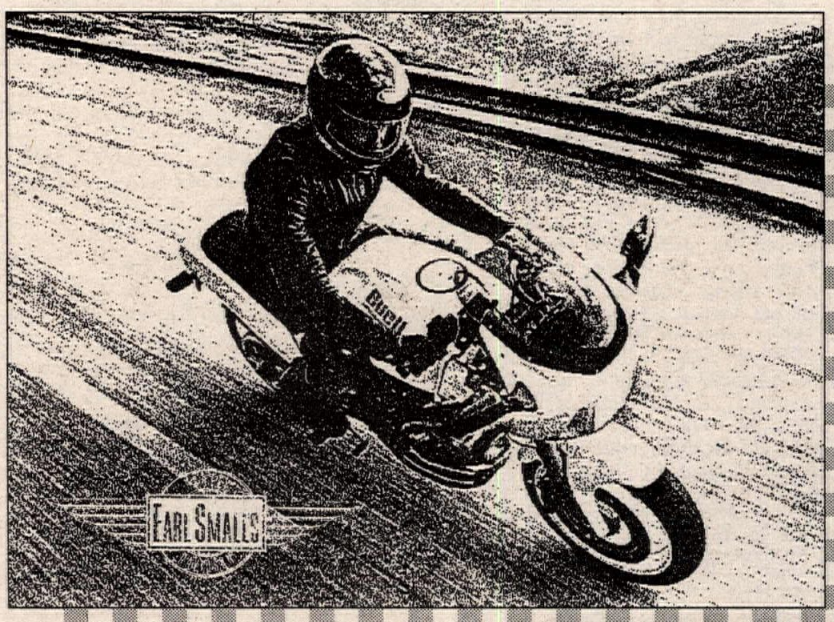

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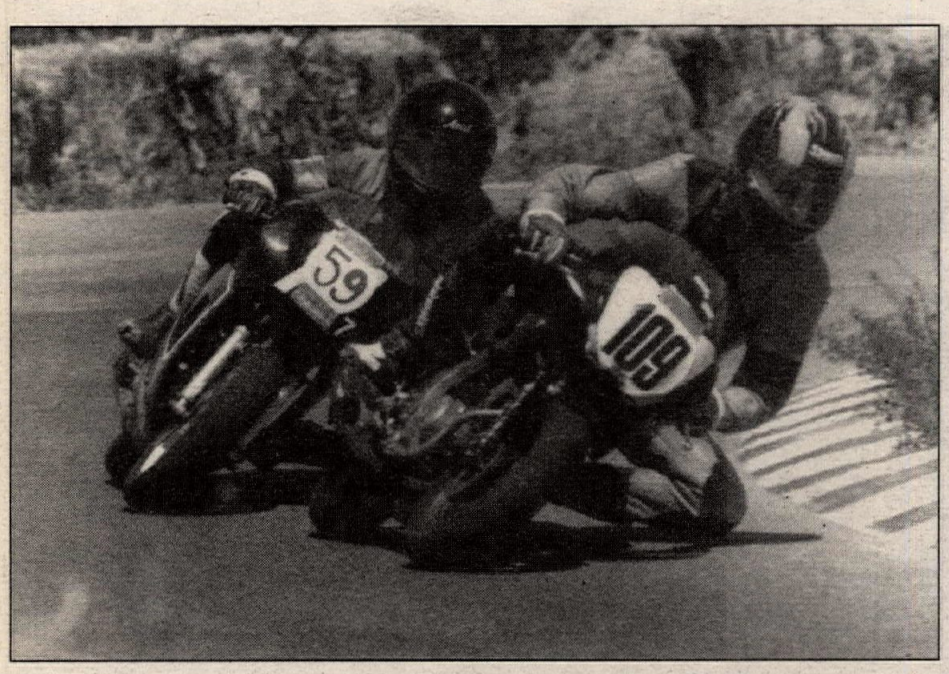

(Top) Ken Takeda (59) chases Stock class winner Tim Rush (109) at the Prairie City mini RR. (Above) David Papi topped the 30+ Non Pro class at the Mosier Valley MX Park.

Results

SCRTCH MAIN: 1. Bobby Schwartz; 2. Charlie Venegas; 3. Steve Lucero; 4. Jim Estes.

HDCP MAIN: 1. Randy Evans; 2. Steve Lucero; 3. Bobby Schwartz; 4. Andy Northrup; 5. Charlie Venegas.

SUP MAIN: 1. Craig DePhillippi; 2. Brandon Mitchell; 3. Richard Proger; 4. Bentley Barrett; 5. Charlie Cooley.

SUP BEG MAIN: 1. Ben Mears; 2. Brian Thompson; 3. David Lynch; 4. Greg Starcevic; 5. Cory Lossier; 6. Tony O'Neal.

SDCAR MAIN: 1. Ken McIntyre/Mike Parrish; 2. Dave Stephans/Ray Stephans; 3. Don Horsley/Jeff Medberry; 4. Alan Hall/Barney Miller.

1ST DIV JR: 1. Jimmy Fishback; 2. Michael Hull; 3. Ryan Fisher.

2ND DIV JR: 1. Jeremy Simmons; 2. Josh O'Neal; 3. Patrick Donovan.

Papi perfect at Mosier Valley Motocross

By Chris Boice

ARLINGTON, TX, JUNE 16

David Papi came away with the overall victory in the 30+ Non Pro class at the Mosier Valley MX Park, besting some of the best vets in the region during this NMA Ponca City qualifier.

When the starting gate fell for the first 30+ Non Pro moto, Kawasaki pilot Steven Chappell got the jump on the seven-rider field, followed by Danny Lurye and Bobby Belz. By the second lap, Chappell extended his lead to a comfortable margin and cruised to an easy win.

Back in the pack, however, the racing was fierce for positions. Papi was recovering from a poor start and was charging up through the field while Lurye and Belz were dicing for position. On lap four of the five-lap moto, Papi started to make his move on Belz. He was able to outbrake Belz going into a corner, but Belz powered his way back into third on the next straight. Over the next plateau jump, Papi kept the throttle wide-open and flew into third. With the white flag indicating one lap to go, Papi closed in on Lurye for second place. Papi was able to find the fast line through the stadium whoops and squeaked by Lurye for the runner-up position. At the finish it was Chappell by 15 seconds followed by Papi and Lurye. Belz fell to fifth place at the checkered flag.

Belz found himself with the holeshot at the start of the second 30+ Non Pro moto. Chappell and Papi were in tow. Papi was able to get by Chappell on the second lap when Chappell went wide through a corner, Once again, Papi found the fast way through the whoops and roosted his way into the lead. The race for second intensified when Chappell pulled along side of Belz, who stayed on the gas and managed to rebuke the pass attempts of Chappell.

With Belz riding defense to protect his second-place position, Papi was able to extend his lead and take an easy win. Chappell backed off the throttle and settled in for a comfortable third place finish behind Belz. When the results were tallied, it was Papi with the overall win, followed by Chappell's second overall and Belz's third-place finish.

Results

P/W STK: 1. Shane Squires (KTM); 2. Andrew Jansing (KTM); 3. C.T. Dickey (Yam).

P/W MOD: 1. Cody Dickey (Yam); 2. Quinn Harris (Yam); 3. Adam Reson (Yam).

60 STK (6-8): 1. Cody Dickey (Kaw); 2. Quinn Harris (Kaw); 3. Ryan Granton (Kaw).

60 MOD (6-11): 1. Bradley Young (Kaw); 2. Logan Williams (Kaw); 3. Brad Wolfe (Kaw).

60 STK (9-11): 1. Bradley Young (Kaw); 2. Logan Williams (Kaw); 3. James Pino (Kaw).

80 STK (9-11): 1. James Marshall (Kaw); 2. Logan Williams (Suz); 3. Brandon Daffron (Kaw).

80 MOD (9-11): 1. James Marshall (Kaw); 2. Mathew Pullen (Kaw).

80 STK BEG (12-16): 1. Chab Davis (Kaw); 2. Johnny Travis (Suz); 3. Gerald Bradley (Suz).

80 STK (12-13): 1. John George (Yam); 2. Bradley Barham (Kaw); 3. Nathan Hale (Kaw).

80 MOD (12-13): 1. Scotty Tritable (Suz); 2. John G. George (Yam); 3. Brandon Beabourt (Kaw).

S/MINI: 1. Nathan Hale (Kaw); 2. John G. George (Yam); 3. Scotty Trimble (Suz).

80 STK (14-16): 1. Bryan Piccirelli (Kaw); 2. Rick Garner (Yam).

80 MOD (14-16): 1. Dusty Dabir (Suz).

125 OPEN: 1. Shane Shmabukuno (Kaw); 2. Jesus Marquez (Kaw); 3. Mike Battaile (Kaw).

125 STK BEG: 1. Stephen Cuthbertson (Hon); 2. Jason Crow (Suz); 3. Chuck Milner (Hon).

125 MOD BEG: 1. Wesley Milliorn (Suz); 2. Stephen Cuthbertson (Hon); 3. Chuck Milner (Hon).

125 STK NOV: 1. Johnny Davidson (Suz); 2. Matt Minyard (Kaw); 3. Jayson Shatto (Yam).

125 MOD NOV: 1. Jayson Shatto (Yam); 2. Ricky Chappell (Kaw); 3. Chuck Carothers (Suz).

125 STK INT: 1. Chris Torrance (Kaw); 2. Jesus Marquez (Kaw).

125 MOD INT: 1. Jason Eckhoff (Suz); 2. Chris Torrance (Kaw); 3. Allen Reed (Hon).

125 STK PRO: 1. Billy Akers (Kaw); 2. Chad Plumlee (Hon).

125 MOD PRO: 1. Billy Akers (Kaw); 2. Chad Plumlee (Hon).

250 STK NOV: 1. Les Cain (Kaw); 2. Matt Minyard (Kaw); 3. John Mulder (Hon).

250 MOD NOV: 1. Michael Clarke (Kaw); 2. Matt Minyard (Kaw); 3. Randy Malone (Hon).

250 STK INT: 1. Jason Eckhoff (Suz); 2. Mike Boliver (Kaw); 3. Bill Harrington (Suz).

250 MOD INT: 1. Mike Bolivar (Kaw); 2. Chris Torrance (Kaw); 3. Bill Harrington (Suz)

250 STK PRO: 1. Billy Akers (Kaw); 2. Chad Plumlee (Hon).

250 MOD PRO: 1. Billy Akers (Kaw); 2. Chad Plumlee (Hon).

25+: 1. Jeff Case (Hon); 2. Chris Boice (Kaw); 3. Edward Hays (Kaw).

30+: 1. David Papi (Hon); 2. Steven Chappell (Kaw); 3. Bobby Belz (Hon).

Rush rallies to Prairie City Road Race victory

By Gary Buth

RANCHO CORDOVA, CA, JUNE 11

Team Calamari Racing's Tim Rush was the Victor during the Northern Califomia Mini Road Racing Association's Stock Class race at the Prairie City SVRA.

The race began with Ken Takeda beating the field to turn one aboard his Yamaha YSR. Takeda led the field through the chicane to the back of the course as the pack settled into position. Rush applied immediate pressure as the pair of front-runners went through the esses and back onto the main straight. Takeda appeared to have a pace and rhythm that would make Rush's job most troublesome.

While Takeda and Rush were fighting for the lead, racers Ted Durham and Art Martinez decided to settle in and battle for the final podium position.

On lap four it was evident that Takeda's lead was not a comfortable one, as Rush was all over his rear tire coming off the main straight going into turn one. Rush found that he could make up time on Takeda in the back portion of the course. While Rush stalked Takeda like a great white shark, Martinez slipped by Durham going into turn one to take over the third spot. Lap five would have Takeda realizing that squid may not be on the menu as Team Calamari's Rush ripped past him on the back straight. Takeda fought back, and less than a bike length separated the two riders down the main straightaway. Takeda stayed with Rush as they blitzed through the back section of the course.

Turn one was Takeda's hot spot, but Rush was able to use the tricky esses section of the course to distance himself from Takeda. On the final lap, Takeda made a daring move to pass Rush, but he lost momentum coming off the final corner and Rush powered his way to the checkered flag first. Takeda earned a hard-fought second, and Martinez held off Durham for third.

Results

NOV STK: 1. Sothira Pheng (Yam); 2. Deon Perry (Yam); 3. Bill Hackett (Yam); 4. Brian Lewis (Yam); 5. Marc Albert (Yam).

NOV SS/S/BK: 1. David George (Yam); 2. Peter Feminia (Yam); 3. Dan Merlino (Yam); 4. Paul Varize (Yam); 5. Lamar Potts (Yam).

NOV TROPHY DASH: 1. David George (Yam); Dan Merlino (Yam); 3. Larry Oliver (Yam); 4. Niles McGowen (Yam); 5. David Potts (Yam).

WMN: 1. Renae Z'Berg (Yam).

VET: 1. Mark Cozzens (Yam); 2. Anton Brenner (Hon); 3. Ray Ruggles (Kaw); 4. Art Martinez (Yam); 5. Lamar Potts (Yam).

JR: 1. David Potts (Yam); 2. Chris Seibenhaar (Yam).

STK: 1. Tim Rush (Yam); 2. Ken Takeda (Yam); 3.Art Martinez (Yam); 4. Ted Durham (Yam); 5. Dave Murray (Yam).

SS: 1. Curtis Roberts (Yam); 2. Tim Rush (Yam); 3. Ken Takeda (Yam); 4. Bruce Utzig (Yam); 5. Dave Murray (Yam).

S/BK: 1. Curtis Roberts (Yam); 2. Tim Rush (Yam); 3. Bruce Utzig (Yam); 4. Ken Takeda (Yam); 5. Bernard Baldeviso (Yam).

80 GP: 1. Curtis Roberts (Suz); 2. Jon Edwards (Yam); 3. Mark Cozzens (Yam); 4. Anton Brenner (Yam); 5. Bernard Baldeviso (Yam).

B/W: 1. Mark Woodward (Hon); 2. Mark Cozzens (Hon); 3. Jeff Sheppard (Kaw); 4. James Switzer (Hon); 5. Ray Ruggles (Kaw).

Lowenberg lightning quick at Carlsbad Motocross

By Joe Lorenzen

CARLSBAD, CA, JUNE 17

After a freak rainstorm passed through Southern California the day before the event, riders and spectators alike were greeted with plenty of warm sunshine on race day.

Bultaco mounted Ed Lowenberg was the big winner of the day by taking five out of the six motos he rode on the surprisingly dry Carlsbad track.

In his first race of the day, the 250 Sportsman Intermediate, Lowenberg went on to win the first moto quite easily with Rick Price (Maico) coming home in second and Gary Egloff (Husqvarna) third.

In the second race Price got off to a great start and went on to take the win with Lowenberg second - his only loss of the day - and Maico-mounted Brian Duane rounded out the top three.

In the 500 Intermediate class Lowenberg was able to win both motos handily with Harry Balker (Suzuki) taking second overall with 4-2 finishes. Lee Holth (CZ) managed third overall with a pair of thirds.

The 30+ Intermediate class again saw Lowenberg dominate both motos, only this time by beating Rick Price (250 Sportsman Intermediate winner) and Harry Balker, finishing second and third, respectively.

The Sportsman 250 Expert division received a surprise visit from former factory star Scott Burnworth. Scott showed everyone why he had a factory ride at one time.

In race one Honda rider John Greenway pulled a holeshot and went on to score a very convincing win, while Burnworth finished a distant second after nursing his Honda in with transmission problems. Craig Iavelli was third.

In the final moto, Burnworth took the lead as Greenway had his share of problems on the starting line. He was a man on a mission though, as he sped past Iavelli, then set out for Burnworth. The laps went by and Greenway kept inching closer and closer toward Burnworth, but time ran out for Greenway as Burnworth took the checkered flag by inches.

Results

250 INT: 1. Rick Price (Mai); 2. Ed Lowenberg (Bul); 3. Brian Duane (Mai); 4. Steve Lopez (CZ); 5. Dan Scharf (Yam).

250 EXP: 1. Scott Burnworth (Hon); 2. John Greenway (Hon); 3. Craig Iavelli (Hus).

125 EXP: 1. Norm Bigelow (Hon); 2. Dewey McDewey (Hon).

500 NOV: 1. Jeff Wright (CZ); 2. Steve Fish (CZ); 3. Toivo Kent (Hus); 4. Erin Larson (CZ).

125 INT: 1. Lee Fabry (Yam); 2. Chris Molton (Hon).

40+ INT: 1. Charlie Beck (Mai); 2. Bob Spicer (BSA); 3. Bryan Benson (Yam); 4. Ken Marklins (Pen); 5. Gary Egloff (Hus).

OPEN TW NOV: 1. Paul Elmore (Tri).

PREM L/W II: 1. Verne Elmore (Oss).

PREM L/W II EXP: 1. Mike Owens (Hus).

PREM L/W NOV: 1. Phil Benedict (BSA).

30+ NOV: 1. Rich Yelkin (Bul); 2. Jeff Snyder (Hon); 3. Alan Wright (CZ); 4. Jeff Carver (Hon); 5. Robert Fewtis (Mai).

500 EXP: 1. Greg Carter (Mai); 2. Kevin J. Krugh (Hus); 3. Craig Iavelli (Hus).

500 INT: 1. Ed Lowenberg (Bul); 2. Harry Balker (Suz); 3. Lee Holth (CZ); 4. Bryan Benson (Yam); 5. Charlie Beck (Mai).

50+ NOV: 1. Bruce Chasmer (Hus); 2. Paul Elmore (BSA); 3. Bud Hotchkiss (Bul).

40+ NOV: 1. Mark Hutching (Hus); 2. Steve Heck (Hus); 3. Steve Sabin (Mon); 4. Chick DeRan (Yam); 5. Rob Heraty (Mai).

30+ EXP: 1. Scott Burnworth (Hon); 2. John Greenway (Hon); 3. Greg Carter (Mai); 4. Kevin Krugh (Hus).

30+ INT: 1. Ed Lowenberg (Bul); 2. Rick Price (Mai); 3. Harry Backer (Suz); 4. Brian Duane (Mai); 5. Gary Egloff (Hus).

PREM ULTRA L/W II EXP: 1. Norm Bigelow (Bul); 2. Don Moore (Suz); 3. Mike Owens (Hus).

PREM ULTRA L/W II INT: 1. Ron Renzulli (CZ); 2. Larry Hipp (Hus); 3. Joe Lorenzen (CZ); 4. Kevin Blaty (Ric); 5. Lee Fabry (V-T).

PREM ULTRA L/W II NOV: 1. Mark Hutchins (Pen); 2. Don McGregor (Pen); 3. Pat Knopp (Hus).

BMBR: 1. Lee Holth (CZ).

250 NOV: 1. Rich Yelkin (Bul); 2. Chuck Deran (Yam); 3. Ron Schmidt (Yam); 4. Jeff Snyder (Hon); 5. Jeff Carver (Hon).

PREM 500 II NOV: 1. Phil Benedict (BSA).

PREM OPEN TWIN NOV: 1. Verne Elmore (Tri).

OPEN TWIN INT: 1. Michael Ruppert (Ric).

Cipala fastest at Bloomville Hillclimb

By Rose Parmeter

BLOOMVILLE, WI, JUNE 11

Though the times got faster as the day wore on, Tod Cipala let everyone know from the beginning that he was settling for no less than the best at the Rib Mountain Riders Motorcycle Club's 26th annual AMA District 16 hillclimb at "Cow Pie Park."

Cipala took his KX500 over the hill in the first round in an almost unbelievable time of 4.02 seconds, with a full half-second lead over second-place rider Burt Fosberg at 4.59. Cipala's 4.02 ride held not only through the second round for the 500cc class win, but also for the rest of the day to capture the prestigious trophy for fastest time of the day. Mike Wood came back with a 4.32 for second place, and Fosberg finished third.

Aboard a Harley-Davidson appropriately named "Snortster III," Chuck Neinfeldt blew away the competition in the Open class. Neinfeldt sat in first place after the first round with a 4.55, but was knocked to second by Cipala's Open class Harley's run of 4.43. With encouragement from the crowd, Neinfeldt came back in the second half at 4.29 to tie up the victory.

Mike Wood was hoping for a fourth consecutive win in the 80 Open, for the day's 10 fastest riders, and he got just what he wanted. Wood, aboard a Honda CR500, went over the rocky hill in only 3.43 seconds for first place, and an 80 Open shutout of sorts by winning the 80 Open at every District 16 hillclimb in 1995.

Results

MINI JR: 1. Jamie Rose Parmeter (Hon); 2. Luke Parmeter (Kaw); 3. Jeremy Timm (Hon); 4. Brittany Ryun (Yam).

MINI SR: 1. Jake Ryun (Kaw); 2. Chris Brost (Yam); 3. TC Allen (Yam); 4. Stacey Knudson (Kaw).

125: 1. Jeff Piontek (Hon); 2. Ryan Peterson (Hon); 3. Matt Nelson (Suz); 4. Gary Brost Jr. (Hon); 5. Tina Enevold (Hon).

200: 1. Bill Timm (Kaw); 2. Mel Piontek (Kaw); 3. Danny Mears (Kaw); 4. Tina Enevold (Kaw); 5. Ross Anderson (Kaw).

250: 1. Mel Piontek (Hon); 2. Matt Bronk (Yam); 3. Todd Cipala (Kaw); 4. Jeff Piontek (Hon); 5. Jay Parmeter (Yam).

400: 1. Mike Bronk (Yam); 2. Robbie Redmann (Yam); 3. Bill Timm (Kaw); 4. John Blegan (H-D); 5. Steve McCarthy (Suz).

500: 1. Todd Cipala (Kaw); 2. Mike Wood (Hon); 3. Burt Fosberg (Hon); 4. Matt Bronk (Yam); 5. Bill Waldvogel (Hon).

750: 1. Randy Goulette (Kaw); 2. Bill Waldvogel (Yam); 3. Danny Mears (Kaw); 4. Dave Byer (Suz); 5. Jan Mytas (Hon).

OPEN: 1. Chuck Neinfeldt (H-D); 2. Todd Cipala (H-D); 3. Bill Waldvogel (Hon); 4. Dave Byer (Suz); 5. Shane Kapugia (H-D).

80 OPEN: 1. Mike Wood (Hon); 2. Mike Bronk (Yam); 3. Chuck Neinfeldt (H-D).

SR: 1. Randy Matalas (Hon); 2. Mel Piontek (Hon); 3. Dave Byer (Suz); 4. Jan Mytas (Hon); 5. John Blegan (H-D).

0-250 STK: 1. Charley Wild (Yam); 2. Tom Heinzen (Yam); 3. Paul Meyer (Yam); 4. Jess Ryun (Hon); 5. John Dricken (Kaw).

251-600 STK: 1. Darren Smith (Hon); 2. Joe Tischendork (Hon); 3. Jason Knudson (Hon); 4. Harvey Gross (Tri); 5. Brandon Peterson (Suz).

OPEN STK: 1. John Dricken (Tri); 2. Cliff Eckes (Tri); 3. Tim Schmidt (H-D); 4. Harvey Gross Jr. (Yam); 5. Bob Purkpile (Hon).

Vilandrys victorious at Clovis Motocross

By P.A. Johnson

CLOVIS, NM, JUNE 18

The father-and-son duo of Bob and Sean Vilandry piloted their Bullet Cycles-sponsored machines to wins in the 30+ B and 60cc B classes, respectively, during Father's Day festivities at the Clovis Sportcycle Complex.

Steve Daugherty grabbed the holeshot with his Yamaha in the first 30+ moto with Bob Vilandry, Gary Spencer, and Tracy Womack in pursuit. Daugherty and Vilandry distanced themselves while Spencer tried to hold off a relentless Womack. On the third lap, Womack finally found an opening at the exit of a left-hander and drove past Spencer over the small double. The top three at the checkers were Daugherty, Vilandry, and Womack.

Daugherty and Vilandry got off even at the start of the second moto, but Vilandry ended up with the lead when Daugherty went down in the first turn. Daugherty remounted in last place and started an impressive charge through the field. On lap three, Daugherty caught race leader Vilandry as they entered a left-hand hairpin at the end of the main straight. Daugherty took a high line on the berm but lost the front end and went down leaving Vilandry all alone for the race and class win.

In 60cc B action, Sean Vilandry outclassed and outdistanced his competition, taking his wins in both motos by almost one lap. The race behind Vilandry between Zack Dyer and Matthew Strickland for second place was tight in both motos, but Dyer was able to put his Kawasaki ahead of Strickland's each time.

Results

250 EX: 1. Gary Salter (Kaw); 2. Andy Kipp (Kaw); 3. Billy Ray Patterson (ATK);

250 NOV: 1. Jacob Gilsdorf (Hon); 2. Jeremiah Dearing (Suz); 3. Jeff Saiani (Kaw); 4. Brian Vogler (Yam); 5. John Creasy (Kaw);

250 BEG: 1. Clint Kelly (Hon); 2. Matt McCarty (Kaw); 3. Jason Toledo (Kaw); 4. Paul Pratt (Suz); 5. James Wagner (Kaw).

125 EX: 1. Gary Salter (Kaw); 2. Craig Graham (Suz).

125 INT: 1. Kodjo Leeds (Kaw); 2. Ryan Goekler (Kaw).

125 NOV: 1. Kirk Fly (Hon); 2. Jeremiah Dearing (Suz); 3. Jamie Dosher (Hon); 4. Robert Hatton (Kaw); 5. Donovan Phelps (Hon).

125 BEG: 1. Michael Rodriguez (Yam); 2. James Wagner (Kaw); 3. Chris Allgood (Hon); 4. Dustin Jolly (Yam); 5. Cody Pinkert (Yam).

80 A: 1. Greg Lujan (Yam).

80 B: 1. Gilbert Garcia (Hon); 2. Dustin Marsing (Yam); 3. Lee Fambrough (Yam); 4. Sean Vilandry (Kaw); 5. Ian Johnson (Yam).

80 C: 1. Coby Sackett (Kaw); 2. Kevin Nichols (Kaw); 3. David Johnson (Kaw); 4. Laddie Dik (Yam).

60 B: 1. Sean Vilandry (Kaw); 2. Zack Dyer (Kaw); 3. Matthew Strickland (Kaw); 4. David Johnson (Kaw); 5. Aaron Morgan (Yam).

30+ B: 1. Bob Vilandry (ATK); 2. Steve Daugherty (Yam); 3. Tracy Womack (Suz); 4. Gary Spencer (Kaw); 5. Brady Benjamin (Yam).

OPEN: 1. Steve Daugherty (Yam); 2. Jeremiah Dearing (Suz); 3. Robert Hatten (Kaw); 4. Michael Rodriguez (Yam); 5. Jamie Dosher (Hon).

P/W: 1. Joshua Morsing (KTM); 2. Justin Williams (Hon); 3. Garrett Spencer (Yam); 4. Ryan Morgan (Yam); 5. Michael Whary (Yam).

WMN: 1. Dawn McMillen (Hon).

VINT: 1. Lanny Dosher (Yam).

BMBR: 1. Kyle Mixon (C-A).

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Laguna Seca Raceway Monterey, CA July 21,22 & 23, 1995

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330 Kings Street
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Fresno, CA 93721

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385 8th Street
San Francisco, CA 94103

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1395 Galindo Street
Concord, CA 94520

Honda of Modesto
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Mega Cycle
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San Jose, CA 95112

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3059 E. Main Street
Ventura, CA 93003

Kawasaki of Monterey
915 Del Monte Ave.
Monterey, CA 93940

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San Mateo, CA 94403

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Benny Vancleve (781) grabs the holeshot in 250cc/Open C action at Hurricane Hills MX.

Padelford pummels Hurricane Hills Motocross

By George Hodkinson
Photo by Karen Hodkinson

MAZEPPA, MN, JUNE 18

Eric Padelford was the victorious rider of the day in the 250cc/Open C class at hurricane Hills MX via 2-1 moto scores on a day that brought not only the normal challenges of motocross, but also the recent high heat and humidity that has oppressed the Midwest for a number of days.

High dew points and temperatures in the mid-90s did not deter the handful of riders who were successful in two classes, including Mike Kann in the Youth and 125cc B classes, Jason McGrath in 250cc/Open B and 16-24 B classes, Scott Steve in 25+ A and Vet A classes, Benny Vancleve in 125 C-1 and 16-24 C classes, and Jason Kemple in 125cc A and 250/Open A.

Benny Vancleve took the lead in the first 250cc/Open B moto in the 28-rider field with Kris Nisula, James Graif and the rest of the pack in tow. Todd Kriehn was pushing hard early and quickly moved into second on lap one. Padelford sliced through the pack to third by the end of lap one with Vancleve and Kriehn in front as Nisula fell back to fourth. Padelford got by Kriehn on lap two through the whoops for second as Tim Bjornson was seen moving through the pack to double past Nisula in the same section for fourth. Later in the same lap, Bjornson got by Kriehn for third. Up front, Vancleve cruised in for the win by moto's end with Padelford in second, Bjornson third, Kriehn fourth and Shane Marx fifth.

At the start of moto two, Mike Noga powered his KX500 into the lead with Darwin Larson, Vancleve and Nisula behind him. By the time the pack sorted itself out at the end of lap one, Noga emerged in control but Padelford and Bjornson moved through the field quickly for second and third, with Larson and Vancleve in fourth and fifth. The next couple of laps saw a close fight between the top three riders - Noga, Padelford and Bjornson. On lap nine, Padelford used a lapped rider to his advantage as Noga got trapped, and Padelford got around both for the moto and overall wins. Noga finished second and Bjornson third.

Results

MICRO MINI JR: 1. Neil Ehernberg; 2. John Heinlein; 3. Brett Nagel; 4. Tylor Johnson; 5. Mike Shequen.

MICRO MINI SR: 1. Kody Schantzen; 2. Scott Ehlenfeldt; 3. Ryan Gates; 4. Andrew Wells; 5. Blake Reiter.

P/W: 1. Nathan Broughton; 2. Collin Butze; 3. Josh Sorensen; 4. Bill Krusmark; 5. Kyle Schantzen.

JR: 1. Derek Osterberg; 2. Adam Deal; 3. Jeremy Rinerson; 4. Colin Butze; 5. Eddie Gregory.

SR: 1. Eric Gerber; 2. Courtney Sampson; 3. Zack Derry; 4. Jim Johnson; 5. Greg Oswald.

YTH: 1. Mike Kann; 2. Garrett McLaughlin; 3. Ryan Broughton; 4. Trevor John; 5. Courtney Sampson.

16-24 A: 1. Bill Tilford.

16-24 B: 1. Jason McGrath; 2. Shelly Kann; 3. George Hodkinson; 4. Brent McKean.

16-24 C: 1. Benny Vancleve; 2. Eric Padelford; 3. Mike Noga; 4. Wes Pogue; 5. Danny Thielges.

25+ A: 1. Scott Steinle; 2. Bruce Gates.

25+ B: 1. Darren Engblam; 2. Dave Zins; 3. Brandon Stovem; 4. Perry Wolff; 5. Mitch Wolff.

25+ C: 1. Tim Hanson; 2. Shane Krueger; 3. Greg Vannoer; 4. Randy Haloorson; 5. Tim Vogec.

VET A: 1. Scott Steinle; 2. Jeff Sorensen; 3. Brian Otto; 4. Curtis Cohrs.

VET B: 1. Richard Blei; 2. Perry Wolff; 3. Randy Ballensky; 4. Donald Fox; 5. Mark Deal.

VET C: 1. David Koenig; 2. Tim Hanson; 3. Darwin Larson; 4. James Graif; 5. Dave Chalstrom.

SR 40+: 1. Brian Otto; 2. Brian Kochler; 3. Gary Groth; 4. John VanEnderberg.

S/SR 50+: 11. Jim Denevan; 2. Mike Carter.

WMN: 1. Shelly Kann; 2. Amy Groth; 3. Kelly Largon.

125 A: 1. Jason Kempel; 2. Joe Beaulieu; 3. Lee Theis; 4. Pat Ready; 5. Craig Cunningham.

125 B: 1. Mike Kann; 2. Shelly Kann; 3. Justin Tate; 4. Justin Peterson; 5. Trevor John.

125 C-1: 1. Benny Vancleve; 2. Marty Olson; 3. Wes Pogue; 4. Curt Kleeve; 5. Dustin Axtman.

125 C-2: 1. Lucas Omann; 2. Ryan Bourgaine; 3. Matt Losen; 4. Edward Leichak; 5. Dave Swenson.

250/OPEN A: 1. Jason Kempel; 2. Pat Ready; 3. Bruce Gates; 4. Joe Beaulieu; 5. Bill Tilford.

250/OPEN B: 1. Jason McGrath; 2. Randy Doroff; 3. Ron Riehle; 4. Darrin Engblan; 5. Richard Blei.

250/OPEN C: 1. Eric Padelford; 2. Benny Vancleve; 3. Tim Bjornson; 4. Mike Noga; 5. Kris Nisula.

Sisemore, Kossuth winners at Auburn Speedway

By Gen Moore

AUBURN, CA, JUNE 23

In main events marred by accidents, Louis Kossuth took the win in the Handicap main event while Jimmy Sisemore was victorious in the Scratch main at the Gold Country Fairgrounds.

Larry Hesseman took the early lead in the Handicap main event, and by the time they reached the back straight Chad Felicio was in his hip pocket and pushing for the lead. Right behind the leaders, in a pack so close they could have touched one another, were Louis Kossuth, Jimmy Sisemore, Bart Bast and Bobby Hedden. Kossuth, one of the best deep-dirt riders at Auburn, used the cushion to his advantage to pull ahead of the pack and gain on the leaders.

As they started the third lap, Hedden went down while Bast straightened up to avoid the crash, and the red flag was thrown. Riders lined up for the restart in single file. It took very little time for Kossuth, who restarted in third, to pass Felicio and Hesseman for the lead. Sisemore and Bast also passed, moving into second and third. No one changed places for the remainder of the race; at the finish it was Kossuth, Sisemore and Bast in first second and third, respectively.

Sisemore drew the pole position for the Scratch main event with Bobby Hicks drawing the number-two gate. Hedden started in the third spot, leaving the outside for John Houston Jr. Though Hicks was not the first rider out of the gate, he was first into the corner, but he went a little wide while Sisemore got terrific drive off the turn to move into first place. Hedden caught up with Sisemore on the back straight, but Hicks and Hedden bumped coming out of the next turn, squaring Hedden off toward the infield. He did a wheelie across the track, launching both himself and the motorcycle and landing upside down. From then on it was a pretty tame race. Sisemore, Hicks and Houston Jr. freight-trained to the checkered flag, finishing in that order.

Results

HDCP: 1. Louis Kossuth (GM); 2. Jimmy Sisemore (Jaw); 3. Bart Bast (Jaw); 4. Larry Hesseman (Jaw); 5. Chad Felicio (Jaw).

SCRATCH: 1. Jimmy Sisemore (Jaw); 2. Bobby Hicks (Jaw); 3. John Houston Jr. (Jaw); 4. Bobby Hedden (Jaw).

D-2: 1. Ian Ferris (Jaw); 2. Joe Teitgen (Jaw); 3. Frank Crane (Jaw); 4. Creed Lehr (Jaw); 5. Kim Darwarzeh (Jaw).

D-3: 1. Jerry Stutsman (Jaw); 2. Chris Heyman (Wes); 3. Ken Byrne (Wes); 4. John Hicks (Jaw); 5. Mack Bagley (Jaw).

JR D-1: 1. Billy Janiro (Wes); 2. Travis MacDonald (Jaw); 3. Jimmy Martinez (Wes).

JR D-2: 1. Jay Heidt (Tri); 2. Rachelle Kerr (Hon); 3. Luke Bennett (Tri).

Old bikes, young talent dominate CanaanVintage DT

By Sabrina Wright

CANAAN, NH, JUNE 10

The Northeast Vintage Dirt Track Nationals at Canaan USA Speedway gave all those in attendance a look back into yesteryear, as well as a glimpse of what could be.

Robert Pierce raced his 1948 Indian 648 Scout against Nate Sheldon's 1929 JDH. This exhibition race conjured up images of board track and total-loss oilers. Both riders were smiles from head to toe, having thoroughly enjoyed the chance to do it all again.

In the Light Vintage class, SKY Cycle/Vanson/M+M Plumbing-sponsored up-and-comer Aaron Creamer took the lead early and kept it, winning by a quarter of the track. Jim Strong came in second followed by Eric Satterlee in third.

Creamer also took the win in the 125cc Amateur class, after running neck and neck with Andrew Miller, who grabbed second.

Henry Landry won the Vintage Heavyweight class on his Bultaco by a full track length. Alan Niles took second on a CZ, and William Ross was third. Landry also went on to win the Senior class over John Thomas and Rich Tischofer.

Results

50 (4-6): 1. Walter Komisarek (Hon); 2. Zachary Colson (Itj); 3. Tim Laviolette (Yam); 4. Tyler MacDonald (Yam); 5. Wes Crawford (Yam).

50 (7-8): 1. David Halliday (Yam); 2. Chris Chico (KTM); 3. Craig Starzinski (Yam); 4. Amanda Cummings (Yam).

60: 1. Thomas Newell (Kaw); 2. Lowell Carson (Kaw); 3. Mike Alexander (Kaw); 4. Shawn Coffey (Kaw); 5. Tyson Ouellette (Kaw).

80: 1. Thomas Newell (Kaw); 2. Mike Alexander (Yam); 3. Shawn Coffey (Kaw); 4. Eric Satterlee (Hon); 5. Adam Laviolette (Kaw).

125 AM: 1. Aaron Creamer (Kaw); 2. Andrew Guy Miller (Hon); 3. Eric Satterlee (Hon); 4. Al Guilbeault (Hon); 5. Butch Walsh (C-A).

250 AM 1. Andrew Guy Miller (Hon); 2. Curt Friend (C-A); 3. Don Prevost (Hon); 4. Aaron Creamer (Yam); 5. Joe Baumann (Yam).

OPEN AM: 1. Rich Tishofer (Rtx); 2. Lowell Carson (Hon); 3. Curt Friend (Kaw); 4. Carl Nabinger (Kaw); 5. Aaron Creamer (Hon).

VINT L/W: 1. Aaron Creamer (Yam); 2. Jim Strong (Yam); 3. John Thomas (Oss); 4. Eric Satterlee (Hon); 5. Butch Walsh (Yam).

VINT H/W: 1. Henry Landry; 2. Alan Niles (CZ); 3. William Ross (Hon); 4. Butch Walsh (Hon); 5. Don Veitch (Yam).

SR: 1. Henry Landry (Bul); 2. John Thomas (Hon); 3. Rich Tishofer (Rtx); 4. John Hildebrand (W-R); 5. Brett Belanger (Rtx).

S/SR: 1. Carl Nabinger (Kaw); 2. Norm Laviolette (H-D); 3. Mike Magoon (Rtx); 4. Alan Niles (Hon); 5. John Laviolette (Hon).

SDCAR: 1. Mike Butterfield/Frank Phillips (Hon); 2. Joe Henard/James Nettleton (Yam); 3. Mike Meglietta/Greg Mykstra (Hon).

Wood stout at Road America Hillclimb

By Rose Parmeter

ELKHART LAKE, WI, JUNE 10

Each year the AMA Pro Road Race at Elkhart Lake, Wisconsin's Road America draws thousands of fans and top racers from across the country. What many people don't know is that located within the boundaries of the road race course is a 130-foot, rocky hill that draws hillclimbers from five states. Put on by Jim and Mary Neph of Cycle Sports Promotions and only a handful of helpers, the event is the third in a series of four points-paying AMA District 16 hillclimbs.

Mike Wood continued his winning streak and proved himself to be "King of the Hill" with wins in the 500cc class and 80 Open (for the day's 10 fastest riders), and he also set the fastest time of the day at 3.45 seconds.

Wood wowed the crowd in the first round with a stylish ride of 3.75, which at that time was the fastest ride. First-place contender Todd Cipala came back in the second round with a 3.81, not fast enough to beat Wood, but good enough for second place. Wood could have chosen not to ride the second round since the win was sewn up, but he came back with an even faster 3.45, and ran away with the fastest time of the day.

Mike Bronk and Cipala battled for the top spots in the Open class. Bronk, with a first round ride of 3.72, was just one one-hundredth of a second behind Cipala's 3.71. Bronk was able and determined to take the victory, and did so on his second ride with a 3.52.

Results

MINI JR: 1. Luke Parmeter (Kaw); 2. Chuck Dricken (Suz); 3. Jeremy Timm (Hon); 4. Jamie Rose Parmeter (Hon); 5. Brittany Ryun (Yam).

MINI SR: 1. Jake Ryun (Kaw); 2. Chris Brost (Suz); 3. T.C. Allen (Yam); 4. Justin Bobholz (Suz).

125: 1. Ryan Peterson (Hon); 2. Jeff Piontek (Hon); 3. Gary Brost Jr. (Hon); 4. Tina Enevold (Hon); 5. Bill Paider (Suz).

200: 1. Mel Piontek (Kaw); 2. Bill Timm (Kaw); 3. Tina Enevold (Kaw); 4. Danny Mears (Kaw).

250: 1. Danny Mears (Kaw); 2. Mel Piontek (Hon); 3. Randy Matalas (Hon); 4. Todd Cipala (Kaw); 5. Dan Shaha (Hon).

400: 1. Bill Timm (Kaw); 2. Mike Bronk (Yam); 3. Robbie Redmann (Yam); 4. Steve McCarthy (Suz); 5. Mark Wisniewski (Suz).

500: 1. Mike Wood (Hon); 2. Todd Cipala (Kaw); 3. Mike Bronk (Yam); 4. Burt Fosberg (Hon); 5. Bill Waldvogel (Hon).

750: 1. Randy Goulette (Kaw); 2. Bill Waldvogel (Yam); 3. Danny Mears (Kaw); 4. Dave Byer (Suz); 5. Jan Mytas (Kaw).

OPEN: 1. Mike Bronk (Yam); 2. Todd Cipala (H-D); Bill Waldvogel (Hon); 4. Harry Derham (H-D); 5. Jan Mytas (H-D).

80 OPEN: 1. Mike Wood (Hon); 2. Todd Cipala (H-D); 3. Mike Bronk (Yam).

SR: 1. Bill Ashley (Hon); 2. Randy Matalas (Hon); 3. Mel Piontek (Hon); 4. Dave Byer (Suz); 5. Jan Mytas (Hon).

0-250 STK: 1. Glen Thompson (Hon); 2. Scott Schnabel (Hon); 3. John Dricken (Kaw); 4. Louis Lauters (Yam); 5. Russ Voln (Hon).

251-600 STK: 1. Scott Schnabel (Kaw); 2. Phil Stoffel (Yam); 3. Chris Stoffel (Kaw); 4. Dan Lauters (Suz); 5. Bob Purkapile (Hon).

OPEN STK: John Dricken (Tri); 2. Bob Purkapile (Hon); 3. Harvey Gross (Yam).

Wey too fast at Red Bud MX

By Larry Witmer

BUCHANAN, MI, JUNE 17-18

Nicholas Wey was in perfect form during Red Bud Track and Trail's Mid-East Regional winning two classes, including the Youth (12-15) Stock division.

Wey dominated both divisions without grabbing a holeshot; rather, he fought his way back from inside the pack to win by large margins of victory.

Christophe Berry holeshot the first moto of the Youth 125cc Stock division. Kelly Smith ran second and Wey third. Wey got past Smith in the new section of Quad Rockers. Wey then displaced Berry for the lead up the Monza Wall, getting a better drive out of the Sand Switchbacks and carrying his momentum well for the pass. That was all the competition would see of Wey for this opening lap and the entire moto. Smith capitalized on Wey's pass over Berry, taking second from a surprised Berry up the Monza Wall. Jason McDonald was in third, with Jeff Vernon giving chase in fourth and Donny Slanina rounding out the top five. The racing remained close, and except for long-gone Wey, the finishing order remained the same.

In the second moto McDonald's RM ripped the holeshot, with Berry second, Wey coming out third. Chad Ryan was running inside the top five for the first time this weekend. Wey wasted little time in zapping Berry in the Valley Double-Double Pipe Jump. Just one corner later, Wey was at the front, and entering into the Sand Switchbacks, the Team Green rider took a wide line around McDonald, moving into the lead before completing the first lap. Wey then established a two-second lead by the end of the first lap. Smith snaked through the field to take second away from Berry as the duo went towards the finish line tabletop jump. Wey won the second moto by a huge margin, Smith was second, and Berry took the well-deserved third place.

Results

125 STK (12-15): 1. Nicholas Wey (Kaw); 2. Kelly Smith (Suz); 3. Chris Berry (Yam); 4. Jason McDonald (Suz); 5. Mark Burkhart (Hon).

125 MOD (12-15): 1. Nicholas Wey (Kaw); 2. Chris Berry (Yam); 3. Brian Thornburg (Suz); 4. Mark Burkhart (Hon); 5. Jeff Vernon (Kaw).

51 AUTO STK (7-8): 1. Chris Lazzaretto (Cob); 2. Tyler Grubb (Cob); 3. Michael Willard (KTM); 4. Wayne Dennis (Cob); 5. Grant Moreland (Cob).

85 MOD (9-13): 1. Jeff Gibson (Kaw); 2. Jeremy Brown (Kaw); 3. Paul Karle (Kaw); 4. Ben Riddle (Kaw); 5. Joshua Woods (Kaw).

WMN: 1. Debra Mott (Hon); 2. Jennifer Edwards (Suz); 3. Carrie LaBlanc (Suz); 4. Darlene Hendrixson (Suz); 5. Jennifer Shultz (Yam).

85 MOD (14-15): 1. Randy Valade (Yam); 2. Justin Guthrie (Kaw); 3. Dave Oettel (Suz); 4. Bo Bowman (Kaw); 5. Chris Briemeister (Yam).

65 STK (7-9): 1. Nick Adams (Kaw); 2. Bradley Ripple (Kaw); 3. Chris Pickerington (Kaw); 4. Brent Maimone (Kaw); 5. Broc Hepler (Kaw).

85 STK (14-15): 1. Kelly Smith (Yam); 2. Justin Guthrie (Kaw);

3. Randy Valade (Yam); 4. Chris Mowery (Yam); 5. Ben Graves (Suz).

51 AUTO (4-6) STK: 1. Zach Ames (KTM); 2. Reed Crane (KTM); 3. Billy Sprankle (KTM); 4. Chase Beck (LEM); 5. Corey Slavik (LEM).

65 STK (10-11): 1. Gene Stull (Kaw); 2. William Browning (Kaw); 3. Robby Wheeler (Kaw); 4. Gavin Gracyk (Kaw); 5. Dustin Cottrill (Kaw).

85 STK (12-13): 1. Jeremy Brown (Kaw); 2. Jeff Gibson (Kaw); 3. Joshua Woods (Kaw); 4. Brandon Lake (Yam); 5. Robert Turley (Suz).

85 STK (7-11): 1. Ben Riddle (Kaw); 2. Gene Stull (Suz); 3. Matt Lyda (Kaw); 4. Gavin Gracyk (Kaw); 5. Nick Adams (Kaw).

S/MINI: 1. Justin Guthrie (Kaw); 2. Jeff Ryan (Kaw); 3.Randy Valade (Yam); 4. Chad Johnson (Kaw); 5. Derrick Mc Kinney (Kaw).

125 C STK: 1. Brian Karnow (Suz); 2. Kelly Taylor (Yam); 3. Bob Bitikofer (Hon); 4. Jonathan Suman (Hon); 5. Chip Culton (Hon).

125 MOD: 1. Scott Metz (Hon); 2. Kelly Taylor (Yam); 3. Pete Henderson (Hon); 4. Brian Hodges (Hon); 5. Greg Heath (Kaw).

Robinson roosts Honda Hills Motocross

By Mark M. Bliss

LINNVILLE, OH, JUNE 18

Honda-mounted Richard Robinson stormed to victory in the 25+ and 30+ classes by winning all four motos at Honda Hills.

In both classes, Robinson was challenged by Gerry Bennett. In the end, though, Robinson emerged victorious.

Robinson's Father's Day celebration was made complete as his son, Richie Robinson, crossed the finish line first in the Mini Junior class.

Bennett won the 40+ class by posting two straight moto wins. Jesse Pavlov accomplished the same feat in the 65cc class, as did Wesley Boyd in the 17-24 class, Mike Russell in the Open class, and Charlie Laymon in the 125cc C class, just edging out his brother Nathan at the finish.

Results

50 (4-6): 1. Dustin Jackson (Kaw); 2. Ryan Reedy (KTM); 3. Haven Holdcroft (Yam); 4. Beau Reedy (Yam); 5. Jesse Weaver (Yam).

50 (7-8): 1. Josh Gaitten (LEM); 2. Alie Postlewaite (LEM); 3. Christopher Stuckery (KTM); 4. Andrew Rowden (KTM); 5. Trina Weaver (Yam).

65: 1. Jesse Pavlov (Kaw); 2. Richie Robinson (Kaw); 3. Troy Gravel (Kaw); 4. Josh Gaitten (Kaw); 5. Philip Kinnison (Kaw).

JR: 1. Richie Robinson (Kaw); 2. Justin Bowden (Suz); 3. Brad Burgess (Suz); 4. Troy Gravel (Kaw); 5. Ryan Lininger (Yam).

SR: 1. Josh Martin (Kaw); 2. Steve Chapman (Kaw); 3. Billy Burgess (Suz); 4. Ross Adams (Yam); 5. Steven Lower (Hon).

125 SCHBY: 1. Jason Casterline (Hon); 2. J.D. Ficher (Hon); 3. Billy Salmons (Hon); 4. Tommy Laymon (Hon).

125 A: 1. Wesley Boyd (Suz); 2. Scott Henderson (Hon).

125 B: 1. Terry Collins (Suz); 2. Larry Walker (Hon); 3. Kyle Kinkerd (Kaw); 4. Darrell Pitisinger (Hon).

125 C: 1. Charlie Laymon (Hon); 2. Nathan Laymon (Hon); 3. Daniel Howard (Hon); 4. Nick Kowalski (Suz); 5. Floyd Doty (Yam).

250 B: 1. Billy DeMastery (Yam); 2. Jeff Flora (Hon); 3. Chad Spinosi (Kaw); 4. Rod Hook (Suz); 5. Greg Hubbs (Hon).

250 C: 1. Rick Russell (Hon); 2. Doug George (Hon); 3. Jeff Guest (Yam); 4. Rob Scouten (Hon); 5. Kristian Halley (Yam).

OPEN: 1. Mike Russell (Hon); 2. Eric Wentworth (Hon); 3. Scott Thompson (Hon); 4. Larry Shumaker (Yam); 5. Charles Hawk (Hbg).

17-24: 1. Wesley Boyd (Suz); 2. Scott Henderson (Hon); 3. Charlie Laymon (Hon); 4. Pat Thrall (Hon); 5. Lany Walker (Hon).

25+: 1. Richard Robinson (Hon); 2. Gerry Bennett (Hon); 3. Eric Wentworth (Hon); 4. Mark Matheis (Yam); 5. Jeff Flora (Hon).

30+: 1. Richard Robinson (Hon); 2. Gerry Bennett (Hon); 3. Rod Hook (Suz); 4. Richard Spangler (Kaw); 5. Mark Matheis (Yam).

40+: 1. Gerry Bennett (Hon); 2. Larry Shumaker (Yam); 3. Charles Hawk (Hus); 4. Muro Omura (Hon); 5. Tim Root (Yam).

ENDR/4-STRK: 1. Keisuke Ishi (Kaw); 2. Joe Wegman (Hon); 3. Greg Fisher (Hon).

2-STRK B: 1. Brad Dysart (Suz); 2. Glen Heileman (Hon); 3. David Cain (Hon); 4. Tiny Hubbard (Suz); 5. Jonathan McGee (Hon).

4-STRK B: 1. Ted Springer (Hon); 2. Tracy Fritter (Hon); 3. Greg Fisher (Yam); 4. Thomas Williams (Hon); 5. Robert Rickard (Hon).

Armentrout nets Jeeps Dirt Track win

By Nicalee Sowders

WICHITA, KS, JUNE 10-11

The threatening skies of thunderstorms did not stop the spectators or the large field of riders at the Jeeps Motorcycle Club where Kris Armentrout won two main events on the weekend.

The Snyders' Honda-mounted Armentrout grabbed the holeshot in Saturday's Open Pro main event and led flag to flag over Marc Gifford, Scott Stevens and Scott Deubler.

Sunday's Open Pro main event started with Armentrout leading Deubler, Gifford, Stevens and Brandon Hancock into turn one. Armentrout settled into the lead with Gifford. On lap four, Deubler's bike suffered a mechanical failure and he retired to the pits while Stevens and Hancock had a battle going for third out on the race track. But the end result was the same: Armentrout, Gifford, and Hancock rounded out the top three.

Results

Saturday

OPEN PRO: 1. Kris Armentrout (Hon); 2. Marc Gifford (H-D); 3. Scott Stevens (Rtx); 4. Brandon Hancock (H-D); 5. Scott Deubler (Rtx).

Sunday

OPEN PRO: 1. Kris Armentrout (Hon); 2. Marc Gifford (H-D); 3. Brandon Hancock (H-D); 4. Scott Stevens (Rtx); 5. Dirk Stanley (Hon).

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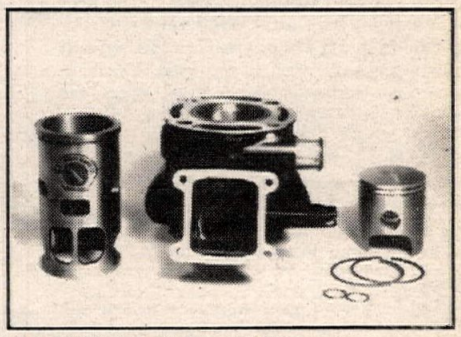

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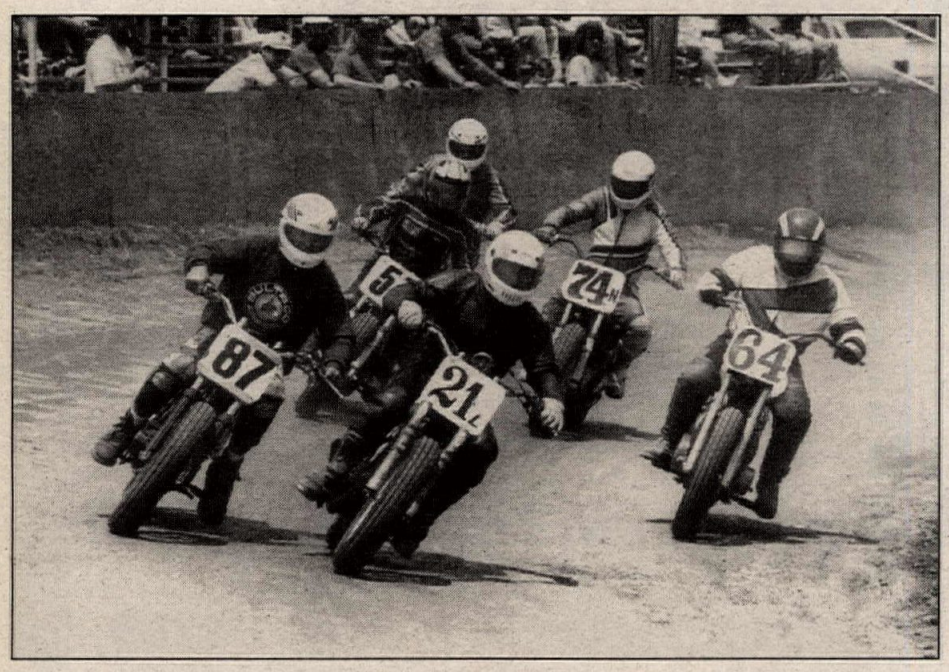

(Top) Danny Hammond (21L) waxed the Master class in rounds seven and eight of VDTRA racing at the Wichita short track. (Above) Kristy Shealy (45) diced with Dee Ann Wood (157) for the Women's class victory during the Loretta Lynn's qualifier at Swan MX in Tyler, Texas.

Windham winds up at Tyler MX

By Kat Spann

TYLER, TX, JUNE 17-18

Fabled Yamaha factory pilot, Kevin Windham, was missed at Swan MX park during the AMA District 4 AMA Regional Qualifier for the 1995 Loretta Lynn National Championship, but another generation of racing glory began as Blake Windham rode to the top spot in the 51cc Auto Stock (4-6) class to take home one of the biggest trophies to his Uncle Kevin.

Mitchell Davis grabbed the 51cc Auto Stock (4-6) holeshot in front of the 13-rider gate chased by Hugh Falwell and Blake Windham. By the end of the first lap Falwell was in the lead and Windham second as they raced for two more laps. They would finish in that order.

Moto two had Joseph Gabbert in the lead spot followed by Davis, Michael Pritchett, Daniel Herbert and Windham. Both Herbert and Windham passed Pritchett and then Windham charged past Herbert in the back section off the track on lap two while Gabbert and Davis battled for the lead, with Davis winning the war. Then Gabbert fell in the last lap and Windham moved into the number-two spot. Although he tried to catch the leader, he finished second, but it was good enough for the overall as Davis finished fourth in the first moto.

Results

51 AUTO STK (4-6): 1. Blake Windham (Yam); 2. Mitchell Davis (KTM); 3. Joseph Gabbert (KTM); 4. Daniel Herbert (Yam); 5. Michael Pritchett (KTM).

51 AUTO STK (7-8): 1. Ryan Grantom (LEM); 2. Danny Gabbert (Cob); 3. Thomas Suman (LEM); 4. Matthew Davis (KTM); 5. Colt Stephens (LEM).

65 STK (7-9): 1. Jonathan Kerr (Kaw); 2. Trevor Monk (Kaw); 3. Chad McNeill (Kaw); 4. Chase Guerdry (Kaw); 5. Jeffery Antwine (Kaw).

65 STK (10-11): 1. Chase Reed (Kaw); 2. Nathan Davenport (Kaw); 3. Chad Cook (Kaw); 4. Glenn Hebert (Kaw); 5. Hunter Elliott (Kaw).

85 STK (7-11): 1. Chase Reed (Kaw); 2. Derek Gerdes (Kaw); 3. Zack Williams (Kaw); 4. Chad Cook (Kaw); 5. Kyle Williams (Suz).

85 STK (12-13): 1. Johnny Marley (Yam); 2. Ivan Tedesco (Kaw); 3. Beau Boynton (Kaw); 4. Heath Frazier (Kaw); 5. Dusty Fountain (Kaw).

85 MOD (9-13): 1. Johnny Marley (Yam); 2. Ivan Tedesco (Kaw); 3. Derek Gerdes (Kaw); 4. Damon Francois (Kaw); 5. Adam Mennenga (Kaw).

85 STK (14-15): 1. Jacob Martin (Suz); 2. Gio Tedesco (Kaw); 3. Travis Elliott (Kaw); 4. Travis Riley (Kaw); 5. Mark Thompson (Suz).

85 MOD (14-15): 1. Jacob Martin (Suz); 2. Travis Riley (Kaw); 3. Gio Tedesco (Kaw); 4. Mark Thompson (Suz); 5. Travis Elliott (Kaw).

S/MINI: 1. Travis Elliott (Kaw); 2. Travis Riley (Kaw); 3. Heath Frazier (Kaw); 4. Ronnie Clark (Kaw); 5. John George Jr. (Yam).

125 STK (12-15) SCHBY: 1. Brad Cannon (Kaw); 2. Keith Johnson (Yam); 3. Shawn Smith (Hon); 4. Blair Lively Jr. (Hon); 5. Casey McDowell (Kaw).

125 MOD (12-15) SCHBY: 1. Keith Johnson (Yam); 2. Brad Cannon (Kaw); 3. Shawn Smith (Hon); 4. Casey McDowell (Kaw); 5. Jason Hurtado (Hon).

125 C STK: 1. Scott Meyer (Kaw); 2. Matthew Newlin (Suz); 3. James Bates (Hon); 4. Roger Thayer (Kaw); 5. Scott Perkins (Hon).

125 C MOD: 1. Scott Meyer (Kaw); 2. Cody Marek (Kaw); 3. James Bates (Hon); 4. Zack Simpkins (Hon); 5. Matthew Newlin (Suz).

125 B STK: 1. Charley Bogard (Suz); 2. Caleb Leath (Kaw); 3. James Ford (Hon); 4. Chris Torrance (Kaw); 5. Johnny David (Kaw).

125 B MOD: 1. Charley Bogard (Suz); 3. Ross Dhayer (Suz); 4. Kevin Gravett (Kaw); 5. Johnny David (Kaw).

125 A STK: 1. Ryan Clark (Suz); 2. Andy Bowyer (Kaw); 3. Billy Akers (Kaw); 4. Donald Hardy (Kaw); 5. Isiah Johnson (Kaw).

125 A MOD: 1. Roy Schellenberger (Kaw); 2. Brad Woolsey (Kaw); 3. Billy Akers (Kaw); 4. Andy Bowyer (Kaw); 5. Ryan Clark (Suz).

250 C MOD: 1. Cody Marek (Hon); 2. Todd Perna (Hon); 3. Jesse Simmons (Yam); 4. Rocky Montoya (Yam); 5. Jeff Duncan (Yam).

250 B STK: 1. Charley Bogard (Suz); 2. Chris Torrance (Kaw); 3. Kevin Gravett (Kaw); 4. Jay Grimm (Suz); 5. Caleb Leath (Kaw).

250 B MOD: 1. Charley Bogard (Suz); 2. Kevin Gravett (Kaw); 3. Ross Dhayer (Suz); 4. Craig Mayhan (Kaw); 5. Jay Grimm (Suz).

250 OPEN A STK: 1. Andy Bowyer (Kaw); 2. Billy Akers (Kaw); 3. Donald Hardy (Kaw); 4. Matt Scheuler (Hon); 5. Isaiah Johnson (Kaw).

250 OPEN A MOD: 1. Billy Whitley (Hon); 2. Roy Schellenberger (Kaw); 3. Brad Woolsey (Kaw); 4. Matt Scheuler (Hon); 5. Donald Hardy (Kaw).

WMN: 1. Dee Ann Wood (Kaw); 2. Kristy Shealy (Kaw); 3. Kimberly Pravda (Kaw); 4. Pam Blasingame (Suz); 5. Snookie Tinnerman (Kaw).

OPEN B/C: 1. Shane Wills (Hon); 2. Ronny Huckabee (Hon); 3. Allen Reed (Hon); 4. Jeremy West (Hon); 5. Todd Perna (Hon).

25+: 1. Billy Whitley (Hon); 2. Dennis Hawthorne (Kaw); 3. Craig Mayhan (Kaw); 4. Darryl Wills (Yam); 5. Robert Handy (Suz).

VET B 30+: 1. Shawn Wills (Yam); 2. Blake Wingo (Yam); 3. Mark Lowry (Kaw); 4. Alan McGehee (Hon); 5. Mike Taylor (Hon).

VET A 30+: 1. Dennis Hawthorne (Kaw); 2. Darryl Wills (Yam); 3. Robert Handy (Suz); 4. Joe Jordan (Kaw); 5. Gray Gabbert (Hon).

SR 40+: 1. Darwin Huckabee (Hon); 2. Billy Smith (Hon); 3. David Hubbard (Hon); 4. A.E. Perna (Hon); 5. Danny Moore (Suz).

SR 50+: 1. Gary Anderson (Kaw); 2. Jerry Boren (Hon).

Hammond Tops VDTRA ST

By Mike Zbrozek
Photo By Dan & Vicki Mahony

WICHITA, KS, JUNE 10-11

Danny Hammond powered his 350cc Honda to a hard-fought double Master class victory in the rain-delayed rounds seven and eight of the Broz Financial Ltd. Vintage Dirt Track Nationals at Jeeps Club short track.

Close heat-race action Saturday night proved the track fast and tacky as several hundred race fans looked on, but as the Pro Twin competitors rolled to the line, the skies opened up and it poured rain. Both events were rescheduled and run the next day with good weather and the track in fairly good shape.

Although Hammond took his 350 Honda to victory in both Masters' mains, he was challenged mightily by the Yamaha of James Vaught in the first round. Hammond staved off Vaught's advances to hold on to the point position to the checkers.

In round two, Vaught took the lead from the starting line but his motor went silent on the third lap, finishing his effort on the day.

Hammond didn't get any relief, though, as the 580 Triumph MX of Gary Brennan took up the chase. Hammond kept the challenging Brennan at bay, the Triumph rider unable to overtake the leader, and Brennan bettered his first-round third-place finish with a second place in round two. Randy Whitesides moved his Lakeshore Fabricating Yamaha into third place in the second round, holding off the challenge of Frank Guinn's Yamaha.

Results

Saturday

OPEN PRO TW: 1. Danny Cartwright (Tri); 2. Dallas Babcock (H-D); 3. John Fike (BSA); 4. Tim Lindfors (H-D); 5. Rick Wemer (Yam).

600 PRO: 1. Tony Neill (Bul); 2. John Fike (BSA); 3. Ron Nocktonick (Yam); 4. Gary Brennan (Tri); 5. Geary Slover (Yam).

MSTR: 1. Danny Hammond (Hon); 2. James Vaught (Yam); 3. Gary Brennan (Tri); 4. Frank Guinn (Yam); 5. Randy Whitesides (Yam).

OPEN TW: 1. Mike Mendenhall (Yam); 2. Jac Donald (Yam); 3. Dirk Stanley (Yam); 4. Frank Bardaro (BSA); 5. Mike Zbrozek (Tri).

600 AM: 1. Bill Snyder (Bul); 2. Jac Donald (Bul); 3. Dennis Melcher (Yam); 4. J.C. Clark (Yam); 5. Mike Zbrozek (Tri).

250 AM: 1. Steve Nichols (Yam); 2. Bill Walker (Yam); 3. Steve Lacer (H-D); 4. Bill Guinn (Suz); 5. Bill Snyder (Bul).

Sunday

OPEN PRO TW: 1. Danny Cartwright (Tri); 2. John Fike (BSA); 3. Tim Lindfors (H-D); 4. Dallas Babcock (H-D); 5. Rick Wemer (Yam).

600 PRO: 1. Tony Neill (Yam); 2. John Fike (BSA); 3. Geary Slover (Yam); 4. Gary Brennan (Tri); 5. Ron Nocktonick (Yam).

MSTR: 1. Danny Hammond (Hon); 2. Gary Brennan (Tri); 3. Randy Whitesides (Yam); 4. Frank Guinn (Yam); 5. Tom Laird (Tri).

OPEN TW: 1. Jac Donald (Yam); 2. Mike Mendenhall (Yam); 3. Dirk Stanley (Yam); 4. Frank Bardaro (BSA); 5. Mike Zbrozek (Tri).

600 AM: 1. Bill Snyder (Bul); 2. Scoff Rector (Hon); 3. J.C. Clark (Yam); 4. Mike Zbrozek (Tri); 5. Michael White (Bul).

250 AM: 1. Bill Walker (Yam); 2. Steve Nichols (Yam); 3. Bill Snyder (Bul); 4. Steve Lacer (H-D); 5. Dennis Melcher (Yam).

Estes, Evans first Friday Glen Helen Speedway winners

By Michael Maher

SAN BERNARDINO, CA, JUNE 23

After 20 years of speedway racing on Wednesday nights - first at Inland Motorcycle Speedway and then at Glen Helen Speedway - tradition gave way to economic reality as promoter and former speedway racer Jim Fishback Jr. realized that Friday night was a better night for working families and that there were enough riders unable to get on the Friday-night program at Costa Mesa Speedway to allow him to move his speedway program to Friday.

Initial reaction seemed positive as the crowds were up and the racing was good, with the program providing a few interesting twists and innovations, at least one unintentional, as the lights went out for a while.

It was a night that gave some riders who were usually overshadowed by the superstars the chance to shine, and the brightest star of the evening was Jim Estes, who showed impressive form and ended the evening with the Scratch main-event victory.

The five-man Scratch main featured Estes, Greg Ayers, Dustin Evans, Walt Farnum and John Aden, - the last another strong performer on the night, who broke the tape in his semi and had to transfer through the consolation.

Ayers got the holeshot on the field but that didn't last long as Estes and Aden soon rocketed by. Aden tried his best to challenge Estes, but Estes had the legs and held on to take the victory over Aden with Farnum taking third, Evans fourth and Ayers fifth.

The Handicap main event belonged to Evans, who dispatched early leader Jeremy Aden and cruised home to win over Farnum, Estes and John Aden with Jeremy Aden fifth and Steve Furman sixth.

One of Fishback's innovations was a B-Scratch program, giving some of the lower-ranked riders a chance to gain some Scratch experience. B-Main rising star Rick Pearce was able to outrun Randy DiFrancesco, Ken Hansen and Doug Ubie to become the first Scratch B winner.

Results

SCRATCH: 1. Jim Estes; 2. John Aden; 3. Walt Farnum; 4. Dustin Evans; 5. Greg Ayers.

HDCP: 1. Dustin Evans; 2. Walt Farnum; 3. Jim Estes; 4. John Aden; 5. Jeremy Aden.

SCRATCH B: 1. Rick Pearce; 2. Randy DiFrancesco; 3. Ken Hansen; 4. Doug Ubie.

SUP: 1. Tom Wetzel; 2. Brian Thompson; 3. John Defries; 4. Ben Hears; 5. Tony O'Neal.

SDCAR: 1. Dave Stephens/Ray Stephens; 2. Kevin Rogers/Rick Rogers; 3. Don Horsley/Jeff Medberry; 4. Glen McClelland/Dave Kambarian.

JR D-1: 1. Ryan Fisher; 2. Jimmy Fishback; 3. Michael Hull.

JR D-2: 1. Patrick Donovan; 2. Josh O'Neal; 3. R.J. Weeks.

San Jose Marathon Challenge to Matson

By Bill Spencer

SAN JOSE, CA, JUNE 18

Aaron Mattson took charge of the Vet/Old Timers one-hour marathon challenge on San Jose Speedway's one-mile scrambles track.

Mattson took the lead on lap 15 after Danny Malfatti holeshot the 30-rider affair. Tim Alarcon took over the front-running position on lap three and appeared to be the man in charge, but he had to pit for mechanical problems that gave the win to Mattson with Malfatti second over Jerry Castillo and Steve Haymond.

Finishing three more spots back was Edd Haymond, who took the Old Timers trophy. Joe DiVecchio was second.

Joey Allen topped the first one-hour race on his RM80, while Phil Reyes topped the Beater class on his Husky. Scott Merrell won the XR100 class and Mike Romano once again topped the Vintage division.

Jason Murrell lapped the 125cc field in race two with Scott Heywood finishing second over Brian Kinney. Rory Muscatel traded spots with Michael Weinstein for the top Enduro trophy honors. Kenny Johnson rode to the Sportsman 250cc overall win ahead of Steve Mason. Dominic DeMario took the Open class event win by a wide margin.

Results

RACE 1: 1. Joey Allen (Suz); 2. Phil Reyes (Hus); 3. A.J. DiVecchio (Hus); 4. Scott Merrell (Hon); 5. Mike Romano (Suz).

RACE 2: 1. Jason Murrell (Yam); 2. Scott Heywood (Suz); 3. Brian Kinney (Yam); 4. Rory Muscatel (Hon); 5. Michael Weinstein (Yam).

RACE 3: 1. Aaron Mattson (Yam); 2. Dan Malfatti (Hon); 3. Jerry Castillo (Hon); 4. Steve Haymond (Kaw); 5. Dan Sturgeon (Kaw).

RACE 4: 1. Kenny Johnson (Yam); 2. Steve Mason (Kaw); 3. David Booth (Hon); 4. Steve Jenkins (Hon); 5. Randy Wallace (Hon).

RACE 5: 1. Dominic DeMario (Hon); 2. Jason Sirany (Hon); 3. Bo Perez (Hon); 4. Dustin Soldano (Hon); 5. John Cropek (Kaw).

Weiss doubles Mountain View Road Race

By Tim Wolf

MEAD, CO, JUNE 4

John Weiss rode his Weiss Racing-backed Kawasaki ZX-6R to two victories and a second place in this weekend's Motorcycle Racing Association-sanctioned race at Mountain View Raceway Park.

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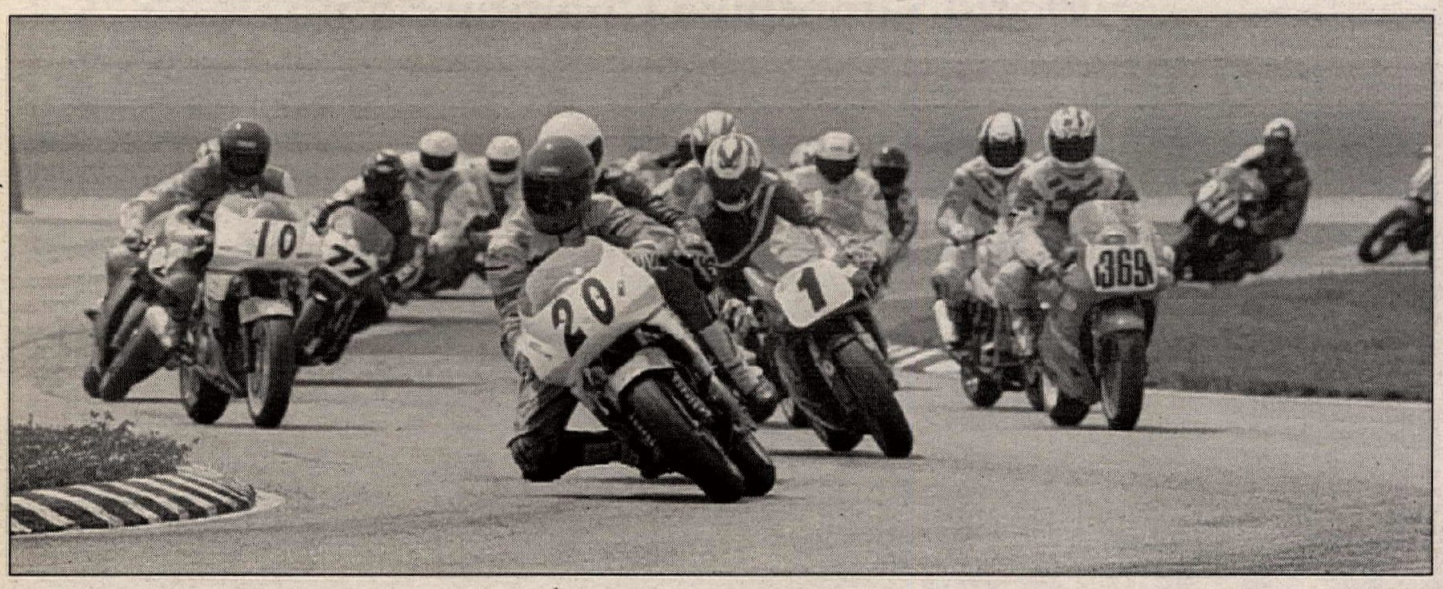

Eventual winner Jerry Wood (1) chases Mark Reynolds (20) during the running of the Jimmy Adamo Memorial Twins road race at New Hampshire International Raceway.

Weiss began the day with a win in the Middleweight Superbike class after a race-long battle with Yamaha YZF rider Donnie Hough. Hough was away with a great start while Weiss, Terry Harnish, Brian Chesser and Rob Nellor all fought for the second spot. Hough had a slight lead as Weiss started to break away from the battle for second and make up lost ground.

At the halfway point of the race Weiss was now on Hough's rear fender while ZX-6R-mounted Brian Chesser was getting the best of the dogfight for third. Weiss then made his move with two laps to go, getting by Hough at the start/finish line. Weiss powered on to the win with Hough and Chesser filling the place and show positions.

Win number two for Weiss came in the Middleweight Supersport race, and again the competition came from Hough, Chesser and the hard-riding Brandon Welton. Hough once again got the holeshot and led the pack into turn one as Weiss, Harnish, Welton and Nellor followed. Weiss wasted no time in getting by Hough before the completion of lap two and stretching his lead to the end. Welton and Harnish both moved up to challenge Hough. Welton first got by Harnish, and then on the same lap passed Hough. But Weiss was too far gone for Welton to make a run for the lead, and Welton settled for second with Hough, Chesser and Nellor completing the top five.

Results

NOV GTU: 1. Ryan Burke (Kaw); 2. Brady Welton (Hon); 3. Dan Sedelemeier (Hon); 4. John Stafford (Hon); 5. Glen Brach (Yam).

NOV GTO: 1. Brady Welton; 2. Brian Klees (Suz); 3. Jason Guffey (Suz); 4. Mike Ault (Suz); 5. Wayne Spalding (Kaw).

L/W S/BK: 1. John Folsom (Yam); 2. Norm Lastovica (Yam); 3. Dean Sellerud (Yam); 4. Tony Mata (Yam); 5. Allan Grieve (Yam).

H/W S/BK: 1. Frank Cowgill (Yam); 2. Doug Vickery (Yam); 3. Testsu Imanishi (Kaw); 4. Michael Pettiford (Suz); 5. Dennie Burke (Suz).

F-3: 1. Todd Edwards (Hon); 2. John Hjelm (Hon); 3. Rich Thornton (Hon); 4. John Beldock (Hon); 5. Roger Hamilton (Yam).

OPEN SS 1. Ricky Orlando (Kaw); 2. Terry Teske (Suz); 3. Jim Brewer (Yam).

M/W S/BK: 1. John Weiss (Kaw); 2. Donnie Hough (Yam); 3. Bryan Chesser (Kaw); 4. Robert Nellor (Hon); 5. Tetsu Imanishi (Kaw).

MDRN VINT GTU: 1. Curt Conquest (Yam); 2. Norm Lastovica (Duc); 3. Karl Schwenz (Hon); 4. Shane Ellinger (Yam); 5. Tim Buhler (Yam).

MDRN VINT GTO 1. Jay Yarrington (Hon); 2. Scott Bates (Yam); 3. Brad Dimberger (Yam).

OPEN S/BK: 1. Mark Shellinger (Yam); 2. Frank Cowgill (Yam); 3. Doug Vickery (Yam); 4. Mark Lehberger (Suz); 5. Ken Rogers (Kaw).

S/TW: 1. Kelly Newman (Duc); 2. James Leidenheimer (Duc); 3. Jerry Anderson (Duc); 4. Bill Peoples (Yam).

F-2: 1. Pedro Bravo (Yam); 2. J.T. Teay (Yam); 3. Ty Piz (Yam); 4. Wes Hjelm (Yam); 5. Mike Cunningham (Yam).

M/W SS: 1. John Weiss (Kaw); 2. Brandon Welton (Hon); 3. Donnie Hough (Yam); 4. Brian Chesser (Hon); 5. Robert Nellor (Hon).

COLO: 1. Curt Conquest (Yam); 2. John Hjelm (Hon); 3. Matt Flanigan (Hon); 4. Rich Thornton (Hon); 5. Roger Hamilton (Yam).

WMN: 1. Traci Schalow (Hon); 2. Wyeth Jackson (Yam); 3. Jessica Lockfeld (Hon); 4. Michelle Bubler (Yam).

H/W SS: 1. Rick Orlando (Kaw); 2. John Weiss (Kaw); 3. Dennie Burke (Suz); 4. Brandon Welton (Hon); 5. Quinn Swift (Yam).

AM GTU: 1. Scott McRoberts (Kaw); 2. Mike Pratt (Hon); 3. Brady Welton (Hon); 4 Scott Larm (Hon); 5. Mike Applegate (Hon).

AM GTO: 1. Brian Holmes (Hon); 2. Jason Guffey (Suz); 3. Mike Ault (Suz); 4. Pete Hokenstad (Suz); 5. Wayne Spalding (Kaw).

RACE OF THE ROCKIES: 1. Mark Schellinger (Yam); 2. Ricky Orlando (Kaw); 3. Aaron Turner (Yam); 4. Doug Vickery (Yam); 5. John Weiss (Kaw).

Jimmy Adamo Memorial Road Race to Wood

By George Roberts

LOUDON, NH, JUNE 18

The fans at New Hampshire International Speedway received a real treat on Father's Day weekend with the running of the Jimmy Adamo Memorial Twins race, which was won by Jerry Wood.

Wood, riding the Penguin Roadracing School Ducati 916, jumped out into second place in turn one and from there only got better, as he led every remaining lap until the red-flag finish on lap seven.

"I love to win," Wood said. "After racing for thirty years, I don't count the victories. Each win is always the best. We had quite a dogfight out there. There was a lot of beating and banging going on."

No fewer than three riders had serious trouble in the turn one area, trying to control their bikes in such close company. Jim Lester, another Ducati rider, dropped from contention even after correcting a serious wobble. Guzman Andrada suffered a similar fate as he slid his Ducati 888 along the tarmac after being in fourth position.

Behind Wood, the action got even more interesting as teammates Mark Reynolds and Chad Healy - both on Heritage Country Club/Woodstock Cycle Barn-sponsored Honda Hawks - fought it out for second, with Healy capturing the spot on lap six.

"Chad and I are teammates," Reynolds said. "I knew he was behind me out there and it was only a matter of time before he tried to get past."

Following Reynolds and holding down fourth was Thomas Fournier on a Ducati F4B 748. After winning the event, Wood summed up the thoughts of his fellow racers regarding its running.

"I think that we all want to leave some mark," Wood said. "And having a race in honor of Jimmy Adamo at his home track is a great way to celebrate the career of a great racer."

Results

O/A: 1. Jerry Wood (Duc); 2. Chad Healy (Hon); 3. Mark Reynolds (Hon); 4. Thomas Fournier (Duc); 5. Bob Robbins (Duc).

Busler hustle's Bear Creek Speedway

By Kevin George

S. CANTON, OH, JUNE 17

John Busler rode his new Jawa to top the eight-rider Handicap main event at Bear Creek Speedway.

Busler, a third-year rider, came up just short of Applied Innovation-backed Pat Reynolds in the four-lap Scratch main, but he made a last-lap pass, to take the Handicap win. At the white flag, "Biff" Wazynski had the lead with Reynolds trying to pass Busler on the inside for second. Reynolds had charged up from the 60-yard line and didn't want to scrap a podium finish with a crash, so he backed off as Busler closed the gap on the leader in turn one. The top three charged out of turn four together with Busler going to the outside of Wazynski to take the victory while Reynolds, unable to move on Wazynski from the inside, finished third.

In flat-track action, Greg Kaminski was the class of the Youth field on his Suzuki. Kaminski topped both heat and feature action. In full-size action, Dan Reed did the same, but not without incident. Reed slid down in turn four on the first lap of the main event with his brother James right behind him. James Reed had no time to react and tagged Dan Reed square in the back of the helmet. After shaking out a few cobwebs, Dan Reed was back for the restart and led flag to flag with Alan Vangunten taking over second.

Results

YTH: 1. Greg Kaminski (Suz); 2. Sean Massie (Yam); 3. Nicholas Mariol (Suz).

FLT TRK: 1. Dan Reed (Hon); 2. Alan Vangunten (Hon); 3. James Reed (Hon).

SCRATCH: 1. Pat Reynolds; 2. John Busler; 3. Alex Wajvuski; 4. John Massie.

HDCP: 1. John Busler; 2. "Biff" Wazynski; 3. Pat Reynolds; 4. Rod Massie.

Merello triumphs at Laconia ST

by Sabrina Wright

CANAAN, NH, JUNE 17

Hot daytime temperatures gave way to prime track conditions for Saturday evening's Pro-Am features at Canaan USA Speedway as Torco Oils/Tony B's Tire and Auto Center-sponsored Marco Merello won the 600cc Pro-Am feature.

Merello diced with hotshot Shawn Mobley and the two moved 10 bike lengths ahead of the pack. Merello was running almost on top of the leader Mobley, and on the last lap, Merello got around Mobley in turn four to squeak into first place at the finish line.

"The track was real fast," Merello said. "We had the bike working, and the last couple laps we pressed and made it work." "

In the 883cc feature, Moroney's-sponsored Keith Jacobsen took the outside line in the first lap to pass leader Jean Guy Caron of Canada. Andy Segalini followed, slipping into second place. The top two then ran neck and neck, with Segalini repeatedly diving to the inside to pass Jacobsen, but Jacobsen took first place.

The Expert feature saw Roger Durkee and Duane Veeder running first and second, respectively. Veeder would give Durkee a run for his money through the race, closing the gap to come in second by little more than a bike length. Durkee took the win with Veeder second by less than a bike length. CN

Results

250 PRO-AM: 1. Shawn Mobley (Hon); 2. Marco Merello (Hon); 3. John Thomas (Hon).

600 PRO-AM: 1. Marco Merello (Rtx); 2. Shawn Mobley (Hon); 3. Morgan Coolbeth (Rtx).

883: 1. Keith Jacobsen (H-D); 2. Andy Segalini (H-D); 3. Bob Gette (H-D).

EX: 1. Roger Durkee Jr. (Rtx); 2. Duane Veeder (W-R); 3. Keith Jacobsen (W-R).

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AMA District 14
Baja Acres
Millington, MI
June 11
By Fred Reynolds

125 A
David Beatty Kaw
Chris Lueth Suz
125 B
Nicholas McNenly Suz
Brent Vanden Broek Yam
Mike Travis Yam
Ken Ross Kaw
Brian Gray Hon
125 C
Lee Fleischmann Hon
Jason Wirsing Suz
Richard Smalldon II Yam
Tony Taylor Suz
Jeff Plawecki Suz
125 JR
Mike Travis Yam
Chris Briesmeister Hon
Ryan Zamler Hon
Scott Zielinski Yam
Matthew Murphy Hon
16-24
Tom Gilliam Suz
Jeff Aud Hon
John Gilliam Suz
Brent Baker Yam
Curtis McConnell Kaw
25+
Matthew Crown Yam
Robert Schulte Kaw
David Beatty Kaw
Mike Himanek Hon
Billie Andison Suz
250 OPEN A
Robert Schulte Kaw
Matthew Crown Yam
Greg Simpson Suz
Joe Sumbera Kaw
250 OPEN B
David Lee Goodwin Yam
Mark Bradley Kaw
Robert Lloyd Kaw
Aaron Hess Yam
Michael Cross Hon
250 OPEN C
Kraig Lazarowicz Hon
Joseph Shugart Yam
David Bolger Hon
Steve Nowik Suz
Lee Fleischmann Hon
251-500
Thomas Gentz Suz
Gerry Sherlock Yam
30+
David Beatty Kaw
Kip Bigelow Yam
Jeff Himanek Hon
Butch Levasseur Kaw
Richard Machniak Kaw
35+
Tim Roberson Yam
Scott Currie Hon
Jerry Mott Kaw
Robert Brown Kaw
Mike Teagan Hon
4-STRK
Philip Lenn Hon
Mike McMann Yam
Mario Izzi Hon
Terry Albaugh Yam
Kevin Mahoney Suz
40+
Kelvin Travis Yam
Jeffrey Bost Hon
Embert Berkers Hon
Thomas Moeller Kaw
Donald Wier Hon
50+
Robert Sweeney Hon
Fred Klipple Hon
Richard Robbins Hon
Keith Collard Hon
Charles McConnell Kaw
51 JR
Eric Miller
Nicholas Hiltz KTM
Corey Slavik
Thomas Lee Templeton Jr. Yam
Jerry Lorenz KTM
51+ SR
Wayne Dennis
Kyle Rothgeb
Justin Bomers KTM
T. J. Auten Jr.
Derek Dowse Yam
60
Robby Wheeler Kaw
Cory McDermitt Kaw
Scotty Thomason Kaw
Brandon Butzin Kaw
Marcus Shaver Kaw
80 12-15
Joshua Woods Kaw
Joshua D. Long Suz
Jason R. Vienot Yam
Joseph F. Kersanty Hon
Chris Briesmeister Yam
80 7-11
Robby Wheeler Kaw
Cory McDermitt Suz
Corey Paulsell Yam
Derek Rose Hon
Timothy Hill Suz
80 C
Nathan Hatfield Yam
Chris Wickline Yam
Jeremy Flett Yam
Christophr Coleman Yam
Shane Horne Suz
DRY DOGS
Duwayne Dowse Mai
George Mekjian Yam
Bradley Clifford Yam
Kevin Kelly Mai
David Fink Yam
EX A
Bill Arens Hon
Byron Goggin
Ted Plachta Hon
James Fowler Hon
Roy Banister Hon
N/C
Daniel Carlton Yam
Dennis Hodges Hon
Tom Holscher Hon
Ken Ross Kaw
Don Claerhout Mai
NOV
Johnny Banner Suz
Rodney Tessmer Yam
John Mayhew Yam
Damenick Forte Hon
Mark R. Chapin Suz
VINT
Wesley Fuller Mai
David Starr Yam
Bill Brichford KTM
Todd Starr Hon
Scott Bassett

Motocross
AMA District 14
Baja Acres
Millington, MI
June 18
By Paul Lewis

125 A
J.D. Collins Kaw
Jeremy Hughson Yam
Mike Shinabarger Hon
125 B
Clint Sumner Hon
Nathan Miller Suz
Ryan Hartwig Kaw
Ricky Eskelson Hon
Mickey Hurley Suz
125C
Kevin Husted Suz
Jeff Plawecki Suz
Walter Pannick
Mark Bockheim Suz
Joel Diamond Kaw
125 JR
Ryan Zamler Hon
Steve Vandevoren Kaw
Justin Brusseau Yam
James Roy Hon
Christopher Grewe Hon
16-24
Gene Zawrotny Hon
Tom Gilliam Suz
Aaron Apostol Yam
Jeff Aud Hon
John Gilliam Suz
25+
John Grewe Suz
Greg Simpson Suz
Robert Schulte Kaw
Travis Moffitt Hon
Brett Campbell Suz
250 OPEN A
J.D. Collins Kaw
Gene Zawrotny Hon
Robert Schulte Kaw
Greg Simpson Suz
250 OPEN B
Jason Sweeney Hon
Donald Owens Hon
Michael Cross Hon
Daniel Pyrett Kaw
Matt Ferguson Yam
250 OPEN C
David Bolger Hon
Lantz Northam Yam
Wayne Fraley Yam
Aaron Wischman Yam
Michael Mueller Kaw
30+
David Beatty Kaw
Craig Pickett Hon
Edward Hieftjie IV Hon
Todd Stewart Hon
Jeff Himanek Hon
35+
Scott Currie Hon
Darrel Hiltz Hon
Tim Roberson Yam
Ken Petrillo Hon
Mike Teagan Hon
4-STRK
Mario Izzi Hon
Larry Childers Yam
40+
John Korte Hon
Embert Berkers Hon
Thomas Moeller Kaw
Jeffrey Hill Hon
John Lewandowski Kaw
50+
Robert Sweeney Hon
Larry Stewart Hon
Fred Klipple Hon
Bill Estill Kaw
William Foster Kaw
51 JR
Nicholas Hiltz KTM
Jerry Lorenz KTM
Jay John Jackson III KTM
Corey Lovell
Grant Sherman KTM
51 SR
T.J. Auten Jr.
60
Kip Hodges Kaw
Steve Murray Kaw
Corey Hoover Kaw
Brent Yennior Kaw
Jason Leonard Kaw
80 12-15
Derek Lindamood Hon
80 7-11
Brent Yennior Kaw
R.J. Bailey Kaw
80 C
Brain Curtis Yam
Jeremy Flett Yam
Chris Wickline Yam
Jeff Day
Nathan Hatfield Yam
DRY DOGS
William Howard KTM
EX A
James Fowler Hon
N/C
Dennis Hodges Hon
Ron Hayes Suz
Shane Herriman Yam
Bryan Rouech Hon
Jamie Ryan Hon

Dirt Track
Vintage Classics VIII
DT Series
Wichita , KS
June 10

250 VINT
Steve Nichols
Bill Walker
Steve Lacer
Bill Snyder
Dennis Melcher
600 VINT
Bill Snyder
Jac Donald
Dennis Melcher
J.C. Clark
Mike Zbrozek
OPEN TWIN
Mike Mendenhall
Jac Donald
Dirk Stanley
Frank Bardaro
Mike Zbrozek
MASTERS
Danny Hammond
James Vaught
Gary Brennan
Frank Guinn
Randy Whitesides
600 PRO
Tony Neill
John Fike
Ron Nocktonick
Gary Brennan
Geary Slover
OPEN PRO TWIN
Danny Cartwright
Dallas Babcock
John Fike
Tim Lindfors
Rick Werner

Dirt Track
Vintage Classics VIII
DT Series
Indianapolis, IN
June 17

250 VIN
Roy Haines
Bill Snyder
600 VINT
Kenneth Arnold
Bill Snyder
Roy Haines
John Daniels
Donald Herron
OPEN TWIN
Norm Gruber
Clark Beal
Joe Blackwell
Bill Milburn
Ron Stone
CLASSICS
David Atherton
Charles Southgate
Gerald Jessup
Dennis Clark
MASTERS
Gary Brennan
Steve Boggs
Gerald Jessup
John Daniels
Randy Whitesides
DINOSAUR
Gerald Jessup
Dennis Clark
Freddy Pettis
600 PRO
David Atherton
John Fike
Gary Brennan
OPEN PRO TWIN
Rickey Fiscel
Skip Wertz
John Fike
Neil Keen
Dave Riley

Motocross
Motorcycle Raceways
Oklahoma City, OK
June 15
By Malcolm Wood

PEE WEE 0-8
Kendal Owens LEM
Kenny Cartwright Yam
Kandis McKellar Yam
Shane Gray Yam
PEE WEE MOD 0-8
Kendal Owens LEM
Kenny Cartwright Yam
Shawn Cook Yam
4-6 STOCK
Trey Canard KTM
Gregory Smith Yam
Dylan Finch KTM
JR CYCLE STK 6-8
Shawn Cook Kaw
Randy Childers Kaw
Aaron Cannard Kaw
Kendal Owens Kaw
JR CYCLE STK 9-11
Chad Cook Kaw
Colt Humphrey Kaw
JR CYCLE MOD 6-11
Chad Cook Kaw
Colt Humphrey Kaw
Aaron Canard Kaw
MIN BEG 12-16
Cody Cutrell Yam
David Williams Yam
Jason Baird Kaw
80 12-13 STK
Heath Frazier Kaw
Ryan St. Cyr Kaw
Levi Humphrey Kaw
Luis Cartwright Hon
14-16 STK
Ryan Shipley Suz
Brent Miller Kaw
9-11 STK
Chad Cook Kaw
Colt Humphrey Kaw
Zach Tate Yam
80 12-13 MOD
Heath Frazier Kaw
Ryan St. Cyr Kaw
Levi Humphrey Kaw
Chris Davis Yam
Cody Cutrell Yam
80 14-16 MOD
Ryan Shipley Suz
Brent Miller Kaw
80 9-11 MOD
Chad Cook Kaw
Colt Humphrey Kaw
Zach Tate Yam
SUPER MINI
Ryan Shipley Suz
Heath Frazier Kaw
Ryan St. Cyr Suz
Brent Miller Kaw
125 BEG STK
Brennen McKellar Kaw
Randy Hornberger Suz
125 BEG MOD
Dennis Hotson Suz
125 NOV STK
J.D. Bailey Kaw
Josh Hall Kaw
Brian Holmes Hon
Bubba Southern Yam
Rod Bell Kaw
125 STK INT
Chris Griffin Hon
125 NOV MOD
J.D. Bailey Kaw
Josh Hall Kaw
Rod Bell Kaw
Brian Holmes Hon
Brad Barnell Yam
125 PRO MOD
Clifford Adoptante Hon
David Casada Kaw
250 NOV STK
Brad Waitman Kaw
Brad Barnell Yam
250 INT STK
Chris Griffin Hon
250 PRO STK
Todd Claborn Yam
David Casada Kaw
250 PRO MOD
Todd Claborn Yam
David Casada Kaw
30+
Chan Baker Hon
Glen Maynard Suz
Mike Kuhn Suz
Laura Harris-Baker Yam
25+
Whisperin' Smith Kaw
John Gilliard Kaw
Brett Brown Suz
Mike Kuhn Suz

Dirt Track
Jack Pine Gypsies
M.C.
Sturgis, S.D.
June 17-18
By Vicky Merwin

Short Track
PEE WEE
Jacob Bath Kaw
Ryan Logan Kaw
Aaron Alexander Kaw
Cameron Means Yam
L. Waggener Yam
80
C.J. Beving Kaw
Mike Miller Hon
Jacob Bath Yam
Danielle Beving Kaw
Cameron Yam
L. Waggener Kaw
125 SMOOTH
Joe Uhler Yam
C.J. Beving Kaw
Nick Olson Yam
125 KNOB
Corey Buckley
Mike Miller Hon
Jason Brink Yam
250 SMOOTH
Joe Uhler Yam
Nik Short Yam
John P. McClelland Yam
250 KNOB
John P. McClelland Yam
Sean Carey Yam
Brad Olson Yam
DTX
John P. McClelland Kaw
Mike Opstedahl Hon
Terry Ryner Yam
OPEN AM
John P. McClelland Yam
Jamie Vollmer Yam
OPEN TWIN VINT
John P. McClelland Yam
Lee Rude Tri
Chalres Beving Yam
PRO-AM EX
Pat Schieffer Yam
John P. McClelland H-D
Jim Forington Hon
TT
PEE WEE
Jacob Bath Kaw
Aaron Alexander Kaw
Cameron Means Yam
L. Waggener Kaw
Jimmy Adams Yam
80
C.J. Bevin Kaw
Jacob Bath Yam
Cameron Means Yam
Danielle Beving Kaw
Nick Martin Suz
125
Mike Graham Hon
Joe Uhler Yam
Brad Olsen C-A
OPEN KNOB
John P. McClelland Yam
Matt Burges Yam
Pat Schieffer Hon
OPEN AM
John P. McClelland Kaw
Jon Jordan Yam
Charles Beving Hon
PRS/AM
Jim Torington Hon
Randy Coughlin Hon
Charles Beving Hon

Motocross
C. Village, CT
June 11

85
Carl Decotis Jr Suz
Ethan Conley Suz
Corey Lane Yam
Brandon Brooks Yam
Derek Wheatley Suz
85 A
McCarthy Kaw
Jeremy Eardley Hon
Ryan O'Connell Suz
John Carroll Yam
Jay Patterson Suz
125 YOUTH C
Matt Jakan Hon
Adam Viggiano Suz
Mike Edwards Suz
Casey Bates Kaw
Matthew Francis Suz
125 YOUTH B
Matt Charron Suz
James Mahoney Hon
Robert Deledda Yam
William Torello Suz
Scot Deledda Yam
125 YOUTH A
Brent McIntyre Hon
Chris Findley Suz
Jeff Doane Kaw
Ryan Erickson Suz
Ben McCarthy Kaw
125 B
Brent McIntyre Hon
Chris Findley Suz
Tim Paquet Hon
John Silvia Hon
Ryan Hedges Suz
200+ B
Tom Violette Kaw
James Hopkins Hon
Don Giustina Kaw
Matt Stack Hon
Dan Curran Hon
OPEN B
Robert Foster Hon
Jason Apaquin Suz
Marcus Moir Suz
Jeff St. Pierre Yam
Jon Costanzo Hon
125 C
Shawn Stout Hon
Scott Waterman Hon
Robert Deledda Yam
William Pybasz Hon
Bruce Dexter Hon
200+ C
James Ogorzalek Kaw
Randolph LaPlante Hon
Al Marino Yam
Dan Fallon Suz
Tim Sabrowski Hon
OPEN C
Robert Hearn Hon
Jason Allan Suz
Shawn Stout Hon
Scott Waterman Hon
James McCoy Kaw
125 A
Keith Johnson Kaw
Tony Lorusso Suz
Mike Treadwell Suz
Pat Barton Suz
200+ A
Keith Johnson Kaw
Pat Barton Suz
Mike Treadwell Suz
Tony Lorusso Suz
Lawrence Lashway Kaw
30+ A
Joe Mikalson Hon
Steve Griff Hon
Jim Meenan Yam
Marc Paulhus Suz
J.B. Hopkins Hon
30+ B
Gerard Scotti Hon
Thom Valiquette Hon
Jesse Barnes Suz
Charles Meserve Suz
Carl Binner Yam
30+ C
Joe Francis Yam
David Pratt Hon
Brian Barnaby Yam
Don Whalen Hon
Tim Borkiewicz KTM
35+ A
Joe Mikalson Hon
Jim Meenan Yam
Tim Thomson Yam
Nick Duprey Kaw
J.B. Hopkins Hon
35+ B
Carl Decotis Hon
Mark Hangos Suz
James Caswell Yam
Marc Sleeper Kaw
Steve Elderkin Yam
30+ B NON/CH
Richard Sevigney Hon
Brad Bonin Hon
Mike Cokray Yam
Alan Whitford Suz
Terry Davis Suz
40+
David Clemence Kaw
Jack Waver Suz
James Satyrb Hon
Ron Vincent Yam
John Delgrosso Kaw

Dirt Track
Vintage Classics VIII
DT Series
Wichita, KS
June 11

250 VIN
Bill Walker
Steve Nichols
Bill Snyder
Steve Lacer
Dennis Melcher
600 VINT
Bill Snyder
Scott Rector
J.C. Clark
Mike Zbrozek
Michael White
OPEN TWIN
Jac Donald
Mike Mendenhall
Dirk Stanley
Frank Bardaro
Mike Zbrozek
MASTERS
Danny Hammond
Gary Brennan
Randy Whitesides
Frank Guinn
Tom Laird
600 PRO
Tony Neill
John Fike
Geary Slover
Gary Brennan
Ron Nocktonick
OPEN PRO TWIN
Danny Cartwright
John Fike
Tim Lindfors
Dallas Babcock
Rick Werner

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

CYCLE NEWS®

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Thousand Oaks, CA 91360
805-497-3765

B & B Cycles
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Victorville, CA 92392
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Fontana, CA 92335
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26860 Jefferson Ave., #A
Murrieta, CA 92362
909-698-4123

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Laguna Niguel, CA 92677
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Ontario, CA 91762
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909-687-1300

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616 E. Ball Rd.
Anaheim, CA 92805
714-563-1700

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AMA

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CLASSES		
51cc	4-6years	Unlimited Amateur
51cc	7-9 years	25+ A
65cc	7-11	25+ B
85cc D	Beginner	25+ C
85cc	7-11 Jr. Mini	30+ A
85cc	12-15 Sr. Mini	30+ B
80cc-125	Schoolboy Youth	30+ C
125D	Beginner	40+
125C		Women
125B		
125A	Pro	ATV Amateur
250D	Beginner	ATV Pro
250C		ATV +25
250B		
250A	Pro	

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
7/9 Le Mans, France, Rnd 8
7/23 Donington Park, Eng., Rnd 9
8/6 TBA, Rnd 10
8/20 Brno, Czech Republic, Rnd 11
9/17 Rio de Janiero, Brazil, Rnd 12
9/24 Buenos Aires, Argentina, Rnd 13
10/8 Catalunya, Spain, Rnd 14

World Championship Superbike Road Race Series
7/9 Salzburgring, Austria, Rnd 6
7/23 Laguna Seca, U.S., Rnd 7
8/6 Brands Hatch, England, Rnd 8
8/29 Sugo, Japan, Rnd 9
9/10 Assen, Holland, Rnd 10
10/15 Sentul, Indonesia, Rnd 11
10/29 Phillip Island, Australia, Rnd 12

World C'ship 125cc MX Series
7/8 Iffendic, France, Rnd 10
7/30 Pugeran, Indonesia, Rnd 11
8/13 Reil, Germany, Rnd 12

World C'ship 250cc MX Series
7/16 Maracay, Venezuela, Rnd 9
7/30 Gdynia, Poland, Rnd 10
8/6 Reisersberg, Germany, Rnd 11
8/20 Suzuka, Japan, Rnd 12
9/3 Chateau-du-Loir, France, Rnd 13

World C'ship 500cc MX Series
8/6 Namur, Belgium, Rnd 9
8/20 Rhenen, Holland, Rnd 10
8/27 Reultingen, Germany, Rnd 11

World C'ship Trials Series
7/16 La Rabassa, Andorra, Rnd 9
8/20 Helsinki, Finland, Rnd 10

World C'ship Individual Speedway Series
7/8 Abensberg, Germany, Rnd 3
8/12 Linkopink, Sweden, Rnd 4
9/9 Vojens, Denmark, Rnd 5
9/30 London, England, Rnd 6

Motocross des Nations
9/10/95 Sverepec, Czechoslovakia

Trials des Nations
9/24/95 Piesting, Austria

International Six Day Enduro
9/18-23/95 Jelenia Gora, Poland

AMA Grand Nat'l C'ship Series
7/8 Lake Odessa, MI, Rnd 10
7/15 Hagerstown, MD, Rnd 11
7/22 Sedelia, MO, Rnd 12
7/29 Oklahoma City, OK, Rnd 13
8/6 Peoria, IL, Rnd 14
8/9 Rapid City, SD, Rnd 15
8/12 Denver, CO, Rnd 16
8/19 Indianapolis, IN, Rnd 17
8/27 Goshen, IN, Rnd 18
9/3 Springfield, IL, Rnd 19
9/9 Mechanicsburg, PA, Rnd 20
9/16 Rossburg, OH, Rnd 21
9/23 Knoxville, IA, Rnd 22
9/30 Sacramento, CA, Rnd 23
10/7 Pomona, CA, Rnd 24
10/15 Del Mar, CA, Rnd 25
* Tentative

AMA 600 Nat'l Championship Dirt Track Series
8/20 Converse, IN, Rnd 3
9/9 Castle Rock, WA, Rnd 4

AMA Harley-Davidson 883 Dirt Track Series
7/8 Lake Odessa, MI, Rnd 7
7/15 Hagerstown, MD, Rnd 8
7/22 Sedelia, MO, Rnd 9
8/9 Rapid City, SD, Rnd 10
8/12 Denver, CO, Rnd 11
9/3 Springfield, IL, Rnd 12
9/9 Mechanicsburg, PA, Rnd 13
9/23 Knoxville, IA, Rnd 14
9/30 Sacramento, CA, Rnd 15
10/7 Pomona, CA, Rnd 16
10/15 Del Mar, CA, Rnd 17
* Tentative

AMA Regional Dirt Track Championship Series
7/7 Lake Odessa, MI, Rnd 7
7/14 Lebanon Valley, NY, Rnd 8
8/10 Rapid City, SD, Rnd 9
8/25 Greenville, OH, Rnd 10
9/8 Castle Rock, WA, Rnd 11
9/8 Hagerstown, MD, Rnd 12

AMA 125/250cc Nat'l Championship MX Series
7/16 Troy, OH, Rnd 7
7/23 New Berlin, NY, Rnd 8
7/30 Millville, MN, Rnd 9
8/6 Washougal, WA, Rnd 10
8/27 Binghamton, NY, Rnd 11
9/3 Delmont, PA, Rnd 12

AMA National Championship Enduro Series
10/1 Turkey, TX, Rnd 7
10/15 Canton, IL, Rnd 8
10/29 Delaware City, DE, Rnd 9

AMA Superbike Nat'l Championship Series
7/16 Brainerd, MN, Rnd 7
8/13 East St. Louis, IL, Rnd 9
8/27 Sonoma, CA, Rnd 8
9/24 Chandler, AZ, Rnd 10

AMA National Championship Hare Scrambles Series
7/9 Kahoka, MO, Rnd 5
7/16 Speedsville, NY, Rnd 6
10/8 Millfield, OH, Rnd 7
10/22 Lynnville, IN, Rnd 8
11/5 Kent, WA, Rnd 9

AMA National Championship Hare & Hound Series
10/1 Reno, NV, Rnd 5
10/22 Johnson Valley, CA, Rnd 6

AMA Nat'l Championship Hillclimb Series
7/22 Marquette, MI, Rnd 5
7/29 Haydenville, OH, Rnd 6
8/6 Jefferson, PA, Rnd 7
8/13 Danville, WV, Rnd 8
8/27 Monson, MA, Rnd 9
9/10 Freemansburg, PA, Rnd 10
9/17 Middlebury, IN, Rnd 11
9/24 Jefferson, PA, Rnd 12
9/30 Asheville, NC, Rnd 13
10/8 Oregonia, OH, Rnd 14

AMA/NATC National C'ship Observed Trials Series
8/26 Canon City, CO, Rnd 8
8/27 Canon City, CO, Rnd 9
9/2 Tillamook, OR, Rnd 10
9/3 Lee's Camp, OR, Rnd 11

AMA/Wiseco/Yamaha/Dunlop/Moose/ITP National Cross Country Series
8/27 Millfield, OH, Rnd 8
9/17 Bunner Ridge, WV, Rnd 9
10/1 Jewett, OH, Rnd 10
10/15 Mt. Morris, PA, Rnd 11
10/29 Crawfordsville, IN, Rnd 12
Info 304/594-1157

AMA Championship Mid South Summer Hare Scrambles Series
7/16 Caneyville, KY
7/23 Hohenwald, TN
8/20 Mannington, KY
Info 615/859-0873

AMA/Prostar Championship Drag Race Series
8/11-13 Rockingham, NC
10/6-8 Bowling Green, KY
11/9-12 Gainesville, FL
Info 205/852-1101

NMA Grand National Championships
8/1-5 Ponca City, OK
Info 310/868-8112

AMA Loretta Lynn Nationals
8/7-12 Hurricane Mills, TN
Info 419/478-5386

C'ship Cup Pro-Am Series
Florida Region
7/15-16 Palm Beach Gardens, FL
7/29-30 Bloomingdale, GA
8/12-13 Palm Beach Gardens, FL
9/2-3 Bloomingdale, GA
9/9-10 Palm Beach Gardens, FL
* 10/21-22 Daytona, FL
12/9-10 Palm Beach Gardens, FL
Great Lakes Region
7/29-30 Rockton, IL
8/26-27 Grattan, MI
9/16-17 Grattan, MI
10/7-8 Grattan, MI
*10/21-22 Daytona, FL
Mid-West Region
7/8-9 Rockton, IL
7/29-30 Rockton, IL
8/12-13 Rockton, IL
8/26-27 Grattan, MI
9/9-10 Rockton, IL
*10/21-22 Daytona, FL
Southeast Region
7/29-30 Bloomingdale, GA
8/12-13 Braselton, GA
9/2-3 Bloomingdale, GA
9/30-10/1 Talladega, AL
*10/21-22 Daytona, FL
Great Plains Region
7/15-16 Topeka, KS
8/26-27 Topeka, KS
*10/21-22 Daytona, FL
Mid-Atlantic Region
7/22-23 Summit Point, WV
8/12-13 Braselton, GA
*10/21-22 Daytona, FL
Northeast Region
7/15-16 Loudon, NH
7/29-30 Bridgehampton, NY
8/26-27 Loudon, NH
9/2-3 Bridgehampton, NY
9/16-17 Loudon, NH
10/7-8 Loudon, NH
*10/21-22 Daytona, FL
Southwest Region
9/2-3 Las Vegas, NV
9/16-17 Chandler, AZ
10/7-8 Chandler, AZ
*10/21-22 Daytona, FL
12/2-3 Chandler, AZ
*Race of Champions

*** WERA Sportsman Championship Series**
Mid-Atlantic Region
7/8-9 Garrettsville, OH
7/20-24 Clermont, IN
8/5-6 Summit Point, WV
8/12-13 Rockingham, NC
9/2-3 Garrettsville, OH
10/7-8 Summit Point, WV
Southeast Region
7/15-16 Faulkville, GA
7/20-23 Clermont, IN
8/12-13 Rockingham, NC
8/26-27 Talladega, AL
9/30-10/1 Faulkville, GA
North Central Region
7/20-24 Clermont, IN
8/5-6 Fairmont City, IL
8/12-13 Mt. Meridian, IN
9/9-10 Grattan, MI
9/30-10/1 Mt. Meridian, IN
Mid-Central Region
7/20-23 Clermont, IN
8/5-6 Fairmont City, IL
8/12-13 Mt. Meridian, IN
8/26-27 Talladega, AL
South Central Region
7/20-23 Clermont, IN
8/5-6 College Station, TX
9/2-3 Hellett, OK
9/30-10/1 College Station, TX
Info 803/681-9372
* Tentative

*** WERA Grand National Final**
10/11-15 Braselton, GA
Info 803/681-9372
* Tentative

*** WERA Nat'l Challenge Series**
7/7-9 Mt. Meridian, IN, Rnd 5
7/20-23 Clermont, IN, Rnd 6
8/25-27 Portland, OR, Rnd 7
9/8-10 Millington, TN, Rnd 8
9/22-24 Talladega, AL, Rnd 9
10/11-15 Braselton, GA, Rnd 10
Info 803/681-9372
* Tentative

Sunoco Formula USA Series
**8/25-27 Portland, OR, Rnd 4
10/13-15 Braselton, GA, Rnd 5
Info 916/582-1061
** EBC Triple Crown Round

*** WERA Nat'l Vintage Series**
7/8 Garrettsville, OH, Rnd 13
7/15 Faulkville, GA, Rnd 14
8/5 Summit Point, WV, Rnd 15
8/6 College Station, TX, Rnd 16
8/12 Rockingham, NC, Rnd 17
8/12 Mt. Meridian, TN, Rnd 18
8/26 Talladega, AL, Rnd 19
9/2 Garrettsville, OH, Rnd 20
9/3 Henderson, TX, Rnd 21
9/9 Grattan, MI, Rnd 22
9/30 Mt. Meridian, IN, Rnd 23
9/30 Faulkville, GA, Rnd 24
10/1 College Station, TX, Rnd 25
10/7 Summit Point, WV, Rnd 26
10/10-11 Final, Braselton, GA
Info 803/681-9372
* Tentative

North American Super Bike Series
8/4-5 Elkhart Lake, WI
9/15-17 Braselton, GA
10/6-8 Loudon, NH
10/20-22 Daytona, FL

AHRMA Historic Cup Series
7/21-23 Lexington, OH
8/4-6 Braselton, GA
9/16 Steamboat Springs, CO
10/13-15 Talladega, AL
Info 715/842-9699

AHRMA SOS/BOT/BEARS Series
7/21-23 Lexington, OH
8/4-6 Braselton, GA
10/13-15 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series
7/15 Southwick, MA
8/5 Braselton, GA
8/12 Linnville, OH
9/15 Steamboat Springs, CO
10/22 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
7/29-30 Weedsport, NY
8/4 Winder, GA
8/12 Linnville, OH
8/27 Lake Odessa, MI
9/13 Hayden, CO
9/30 Park Hills, MO
Info 715/842-9699

AHRMA British Bike Magazine Trials Series
7/9 Norden, CA
8/6 Braselton, GA
9/14 Steamboat Springs, CO
10/1 Park Hills, MO
10/21 Hollister, CA
Info 715/842-9699

AHRMA Vintage Enduro Series
10/1 Fairville, NY
10/15 Chadwick, MO
Info 715/ 842-9699

AHRMA West Regional Motocross Series
9/24 Fernley, NV
10/8 Pala, CA
10/22 Hollister, CA
11/5 Tulare, CA

AHRMA So. Cal. MX Series
10/8 Pala, CA

AHRMA Nor. Cal. MX Series
7/16 Monterey, CA
7/23 Carson City, NV
8/27 Monterey, CA
9/24 Fernley, NV
10/22 Hollister, CA

NETRA C'ship Enduro Series
7/23 Oxford, MA
8/13 New Boston, MA
9/10 Lee, MA
9/17 Wrentham, MA
10/1 Adams, MA
10/22 Chester, CT
11/5 Stafford, CT

NETRA Championship Hare Scrambles Series
7/9 Union, CT
7/16 Windsor, MA
7/30 E. Hamton, CT
8/6 Searsport, ME
8/20 Union, CT
8/27 Cheshire, MA
9/3 W. Glocester, RI
9/17 Fishouse, NY
9/24 W. Greenwich, RI
10/8 Petersburg, NY
10/15 Assonet, MA
10/29 Temple, NH
11/12 Barkhamsted, CT
11/19 Newburgh, NY

NETRA Turkey Run Series
7/16 Lake Desolation, NY
7/22-23 Adams, MA
8/13 Canaan, NH
8/27 Gardner, MA
9/3 New Boston, MA
9/10 N. Haverhill, NH
10/8 Washington, MA
10/15 Winchendon, MA
10/29 Central Village, CT

NETRA Championship Junior Enduro Series
7/8 Union, CT
7/15 Southampton, MA
8/19 Union, CT
8/26 Southampton, MA
9/2 W. Gloucester, RI
9/16 Fishouse, NY
9/30 Brimfield, MA
10/14 Assonet, MA

SERA Enduro Series
7/16 Goodman, MS
8/13 Breezy Hill, LA
8/20 Lake Nimrod, AR
9/17 Rockford, AL
10/8 Jemison, AL
11/5 Maplesville, AL

SERA Hare Scrambles Series
9/3 Clanton, AL
9/30 McComb, MS
10/22 Tupelo, MX
12/3 Maplesville, AL
1/21 Maplesville, AL
2/4 New Augusta, MS
2/1 Wiggins, MS

ECEA C'ship Enduro Series
7/16 Blain, PA
8/6 Middlebury Center, PA
8/20 Speedsville, NY
8/27 Mauricetown, NJ
9/10 Shippensburg, PA
9/17 Brandonville, PA
9/24 New Lisbon, NJ
*10/29 Delaware City, NJ
11/5 New Gretna, NJ
11/12 Warren Grove, NJ
* National Enduro
Info 717/865-0601

ECEA Championship Hare Scrambles Series
7/23 Good Springs, PA
9/3 Belleplain, NJ
10/8 Mauricetown, NJ
11/19 Greenback, NJ
Info 717/865-0601

ECEA Dual Sport Series
7/30 Brandonville, PA
10/1 Indian Mills, NJ
10/15 Suffolk Co., NY
10/22 New Philadelphia, PA
Info 717/865-0601

*** Broz Financial Ltd. Vintage Classics VIII Dirt Track Series**
7/8-9 Sturgis, SD
7/16 Casper, WY
7/22 Concordia, KS
7/30 Oklahoma City, OK
8/14-15 Stockton, KS
9/1 Davenport, IA
9/16 Wilmar, MN
9/22 Knoxville, IA
9/23 Freeport, IL
* Tentative

Black Jack Enduro Circuit
9/10 Collins, MO
10/15 Chadwick, MO
10/29 Tulsa, OK

EEA Eastern Championship Enduro Series
7/16 Rose City, MI
8/13 Roselawn, IN
9/3 Clinton, SC
9/24 Brandonville, PA
10/8 Princeton, KY
11/5 Maplesville, AL
Info 706/376-5232

RMEC C'ship Enduro Circuit
7/16 Rand, CO
8/6 Woodland Park, CO
9/24 Cloudcroft, NM
10/1 Turkey, TX
Info 307/742-4136.

New York State C'ship Hare Scrambles Series
7/23 Parksville, NY
8/6 Little Genesee, NY
8/13 Rew, PA
9/3 Ellenville, NY
9/10 Owasco, NY
9/24 Fairville, NY
10/1 South Edmonsten, NY

North Eastern Cross Country Series
7/23 Parksville, NY
8/6 Little Genessee, NY
8/13 Rew, PA
8/20 Little Falls, NY
9/3 Ellenville, NY
9/10 Owasco, NY
9/24 Newark, NY
10/1 South Edmonsten, NY
Info 716/933-7230 or 716/335-2692

AMA Hot Summer Nights C'ship MX Series
7/29 Lenoir City, TN
8/12 Calhoun, GA
8/19 Lenoir City, TN
9/16 Calhoun, GA
9/30 Gray, TN
10/7 Huntsville, TN
615/573-5425

Mid East Hare Scrambles Series
8/2 Columbus, NC
9/3 Hickory, NC
9/10 Danville, VA
9/24 TBA
10/8 Lancaster, SC
10/22 Grover, NC

Virginia Championship Hare Scramble Series
7/23 Ivor, VA
8/20 Rural Retreat, VA
9/17 Middleborrk, VA
10/1 Martinsville, VA
10/15 Newport News, VA
10/22 Columbia, VA
11/5 Surry, VA
Info 804/255-4620

Carolina Virginia Observed Trials Club Series
7/16 Fairview, NC
8/6 Columbia, VA
9/24 Axton, VA
10/15 Belews Creek, NC
11/5 Bunn, NC
Info 910/773-0742

Arkansas Hare Scrambles Championship Series
7/16 Mayflower, AR
8/13 Crossroads, AR
9/17 Maynard, AR
10/8 Amity, AR
11/5 Bee Branch, AR
Info 501/890-6346

KORR Hare Scrambles Championship Series
8/12 Marion, KS
10/15 Arkansas City, KS
11/5 Newton, KS
11/12 Sterling, KS
Info 316/942-6527

KORR Motocross Championship Series
8/20 Sterling, KS
9/17 Arkansas City, KS
10/1 Sterling, KS
10/29 Marion, KS
Info 316/942-6527

NMRA Drag Race Series
8/26 Las Vegas, NV
9/8-9 Palmdale, CA
10/7 Phoenix, AZ
11/11 Palmdale, CA
Info 818/367-4117

Canadian Supercross Series
9/23 Montreal, Quebec
Info 416/363-9035

CMA Dirt Track National Series
7/8 Welland, Ontario
7/22 Welland, Ontario
8/12 Trois-Rivieres, Quebec
9/1 Quebec, Quebec

CMA/ASM Castrol Canada Cup Superbike Series
7/8-9 Alberta, Quebec
8/12-13 Montreal, Quebec
9/2-3 Alma, Quebec

Golden Crown of Baja Off Road Desert Series
10/6-8 Gran Carrera de Sonora
San Luis Rio Colo., Son., Mex.
12/15-17 Grand Carrera de Campeones
San Felipe, B.C., Mex.
Info 818/340-5750

Gran Prixs de Baja Series
9/1-2 Tecate Gran Prix
Tecate, B.C., Mex.
11/3-4 Baja Malibu G.P.
Rosarito Beach, B.C., Mex.
Info 818/340-5750

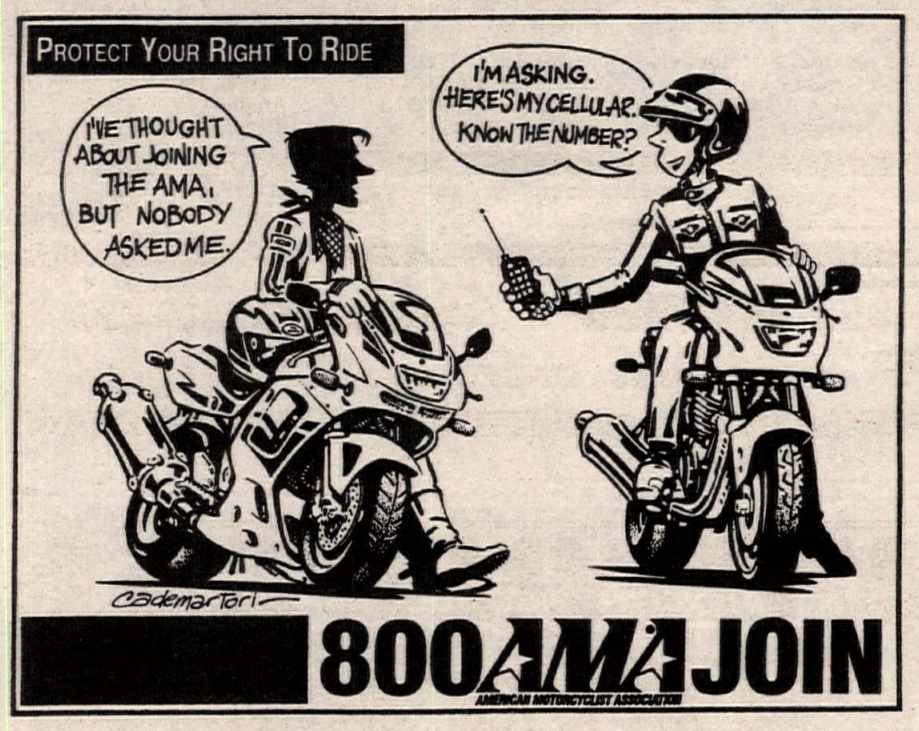
LaPlaya MX/GP Series
8/13 Rosarito, Mex.
10/1 Rosarito, Mex.
12/3 Rosarito, Mex.
Info 011/52-661-22525

Tucker Rocky MX Championship Series
7/9 Englishtown, NJ
7/30 Walden, NY

No. Calif. Mini Road Racing Assoc. Series
7/23 Sacramento, CA
8/26-27 Sacramento, CA
9/16-17 Sacramento, CA
9/30-10/1 Sacramento, CA
11/4-5 Sacramento, CA
11/18-19 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
7/9 Perris, CA
7/29 Perris, CA
8/13 Perris, CA
8/26 Perris, CA
9/10 Perris, CA
9/23-24 Phoenix, AZ
10/8 Perris, CA
11/12 Perris, CA
11/25-26 Rosamond, CA
12/9-10 Perris, CA
Info 909/674-5357

MAMRRA YSR C'ship 50cc-86cc Series
7/23 New Bloomfield, PA
8/13 Hampton, VA
9/3 Hampton, VA
9/10 Ontario, Can.
9/24 New Bloomfield, PA
10/8 New Bloomfield, PA
10/28 Hampton, VA
Info 804/484-4688



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1995
California Dirt Track Series
Friday Nights
July 7,14,21,28
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Gates Open 6:00PM • Practice Starts 7:00PM
Cushion Short Track-Open Traction
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CRC California Race Schedule
100% PRO PAYBACK

Sat., July 8	CRC Night MX	L.A.C.R.
Sat., July 15	CRC Night MX	L.A.C.R.
Sat., July 22	CRC Night MX	L.A.C.R.
Sat., July 29	CRC Night MX	L.A.C.R.
Sat., Aug. 5	CRC Night MX	L.A.C.R.

Wednesday Practice • 4 p.m.-9 p.m.
Friday Practice • 4 p.m.-9 p.m. L.A.C.R.
CRC Info (805) 272-8889

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PEORIA AREA CONVENTION & VISITORS BUREAU
1-800-747-0302

ORANGE COUNTY FAIRGROUNDS

JULY 7TH THRU JULY 10TH, 1995

FAIR CHAMPIONSHIP EVENTS

JULY 7TH: COORS LIGHT SPEEDWAY FAIR DERBY
JULY 8TH: M.M.F. SIDECAR, QUAD & MIDGET CHAMPIONSHIP
JULY 10TH: YOUTH MOTORIZED OLYMPICS – T.T. SHORT TRACK
JULY 14TH, 21ST & 28TH: *NO RACING* / ORANGE COUNTY FAIR
CLASSES: *MINICYCLES, QUADS, 1/4 MIDGETS AND KARTS*

ALL EVENTS FREE WITH ADMISSION TO THE ORANGE COUNTY FAIR

FOR MORE INFORMATION OR ENTRY CALL
INTERNATIONAL SPEEDWAY AT (714) 492-9933

GFI RACING

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

SRAC State C'ship Series
7/9 Cheyenne, WY
7/16 Aurora, CO
7/22 Colorado Springs, CO
7/30 Berthound, CO
8/6 Colorado Springs, CO
8/13 Colorado Springs, CO
8/19 Grand Junction, CO
8/26 Brighton, CO
9/9 TBA
9/17 Pueblo, CO
9/24 Cheyenne, WY
10/1 Colorado Springs, CO
10/7-8 TBA

NESC C'ship Motocross Series
7/9 Southwick, MA
7/16 Middleboro, MA
7/30 Southwick, MA
8/6 Middleboro, MA
8/12 Lewiston, ME
8/13 Lewiston, ME
8/20 Central Village, CT
8/27 Southwick, MA
9/3 Lewiston, ME
9/4 Lewiston, ME
9/10 Southwick, MA
9/17 Middleboro, MA
9/23 Lewiston, ME
9/24 Lewiston, ME
10/1 Southwick, MA
10/8 Middleboro, MA
10/15 Central Village, CT
10/22 Southwick, MA
10/29 Middleboro, MA
11/5 Middleboro, MA
Info 413/772-0685

New England Trials Association Series
7/16 Wrentham, MA
7/23 W. Greenwich, RI
8/5 Ossippee, NH
8/6 Ossippee, NH
8/13 Wrentham, MA
10/1 Chepachet, RI
10/15 W. Greenwich, RI
Info 203/889-5327

Yamaha/McDonald's/Fox Pee Wee C'ship Series
7/22 Orlando, FL
8/19 Orlando, FL
9/2 Orlando, FL
10/6 Orlando, FL
10/20 Orlando, FL

Tucker Rocker Florida Mini-Cycle C'ship Series
7/8 Orlando, FL
8/12 Orlando, FL
9/9 Orlando, FL
9/29 Orlando, FL
10/27 Orlando, FL

Tucker Rocker Central Florida MC Dealers Series
7/8 Orlando, FL
7/22 Orlando, FL
8/19 Orlando, FL
9/2 Orlando, FL
9/29 Orlando, FL
10/27 Orlando, FL

South Florida Summer MX Championship Series
7/16 Homestead, FL
7/23 Ona, FL
8/6 Orlando, FL
8/20 Ona, FL
8/27 Orlando, FL
9/3 Ona, FL
9/10 Reddick, FL
9/17 Orlando, FL
10/1 Ona, FL

AMA Fall Classic Motocross Series
9/17 Buchanan, MI
9/24 Danville, VA
10/1 Englishtown, NJ
10/8 Casey, IL
10/15 London, KY
10/22 Blountville, TN

AMA Mega Series
7/8-9 Blountville, TN
7/16 Wytheville, VA
9/10 Blountville, TN
10/14-15 London, KY
10/21-22 Blountville, TN
Info 615/323-5497

AMA No. California Cross Country Series
9/17 Fernley, NV
10/1 Sparks, NV
11/5 Sacramento, CA
11/19 Willseyville, CA
11/25 Fallon, NV
Info 408/294-3438

AMA No. California Enduro C'ship Series
10/15 Redding, CA
10/22 Stonyford, CA
10/29 Grizzly Flats, CA
11/4 Upper Lake, CA
11/12 Stonyford, CA
11/19 Ballinger Canyon, CA
Info 916/624-7407

AMA No. California Family Enduro Series
11/11 Foresthill, CA
11/19 Stonyford, CA
Info 415/726-5955

Texas Cross Country Racing Assoc. C'ship Series
7/18 Whitney, TX
7/23 Rusk, TX
8/27 Muenster, TX
9/10 Weatherford, TX
9/24 Montague, TX
10/8 Era, TX
10/22 Killeen, TX
11/5 Hamilton, TX
Info 214/394-9168

Missouri Hare Scrambles C'ship Series
7/23 Tebbetts, MI
8/6 Sedalia, MI
8/13 Potosi, MI
8/27 Canton, MI
9/17 Smithville, MI
9/24 Columbia, MI
9/30-10/1 Park Hills, MI
10/29 Festus, MI
Info 314/392-2475

Kansas Hare Scrambles Championship
7/16 Randolph, KS
8/20 Lake Perry, KS
9/10 Lake Milford, KS
10/8 Carbondale, KS
10/22 Westmoreland, KS
11/12 Carbondale, KS
11/26 Carbondale, KS
Info 913/836-9171

Sloan Yamaha/U.S. Championship Team Hare Scramble Series
7/30 Waverly, TN
9/3 Waverly, TN
9/24 Waverly, TN
Info 615/790-3639 or 615/662-2124

AMA/ District 10 C'ship Hare Scramble Series
7/16 Caneyville, KY
8/27 Owneton, KY
9/17 Bedford, KY
Info 606/472-3442

OCCRA Cross Country Series
9/10 Oklahoma City, OK
9/24 Lake Draper, OK
10/8 Erick, OK
10/22 Stillwater, OK
11/12 Hallet, OK
Info 405/376-6849

Tucker Rocky Silkolene Southeastern Trials Rider Assoc. Series
8/12-13 Newnan, GA
9/9-10 Berea, KY
9/30-10/1 Atlanta, GA
10/21-22 Jasper, TN
Info 404/463-4390

AHRMA Southeastern Regional Trials Series
7/8 Alpharetta, GA
8/6 Braselton, GA
8/12 Newnan, GA
9/30 Monroe, GA
10/28 Palmetto, GA
Info 404/463-4390

MRAN Off-Road C'ship Series
7/30 Ely, NV
9/3 Pioche, NV
10/8 Boulder City, NV
10/29 Beatty, NV
Info 702/437-6726

Sound of Thunder Four Stroke Series
7/8-9 Carlsbad, CA

OMRRA Road Race Series
9/24 Portland, OR
10/15 Portland, OR
Info 503/ 221-1487

RAM C'ship Road Race Series
8/13 Coos Bay, OR
9/3 Coos Bay, OR
10/8 Coos Bay, OR
Info 503/269-2474

WSMC Road Race Series
7/15-16 Rosamond, CA
8/19-20 Rosamond, CA
9/16-17 Rosamond, CA
10/14-15 Rosamond, CA
11/18-19 Rosamond, CA
12/16-17 Rosamond, CA
Info 805/256-1234

*** International Old Timers MX Series**
* 7/15-16 TBA
7/29-30 TBA
9/2-3 Fernley, NV
* Tentative

Over the Hill Gang National Championship Series
9/16-17 Hollister, CA
10/14-15 Adelanto, CA
11/11-12 Turlock, CA
Info 408/272-1519 or 310/864-6875

Motorcycle Asphalt Racing Series
8/18 Asheboro, NC
9/29 Asheville, NC
10/8 Wiscasset, MA
10/28 Charleston, SC
Info 803/626-7959

AMA Dual Sport Trail Ride Series
7/8-9 Brightwood, OR
7/22-23 Adams, MA
7-30/8-4 Kinross, MI
8/26-27 TBA, WA
8/26-27 Columbus, IN
9/9-10 Golden Pond, KY
9/13-16 Steamboat Springs, CO
10/7-8 Mt. Solon, VA
10/7-8 Angels Camp, CA
10/14-15 McArthur, OH
10/21-22 Elizabeth, WV
10/21-22 Grand Canyon, AZ
11/10-11 LA-Las Vegas

AMA/District 37 Dual Sport Ride Series
7/9 Carlsbad, CA
7/22-23 Bass Lake, CA
8/5-6 Big Bear Lake, CA
8/19-20 Huntington Lake, CA
9/10 Ontario, CA
9/23-24 Bishop, CA
10/1 Big Bear Lake, CA
10/14-15 N. Palm Springs, CA
10/29 Hesperia or Lucerne Valley, CA
11/19 Riverside, CA
11/24-25 *LA-Barstow-Las Vegas,
12/10 Newhall, CA
*National Trail Ride Series event
Info 818/249-2141

Appalachian Dual Sport Series
9/23 Glouster, OH
10/21-22 Parkersburg, WV
Info 304/292-2122, 304/594-1157

Rocky Mtn. Dual Sport Series
7/14-16 Buena Vista, CO
8/13 Webster, CO
9/13-16 *Steamboat Springs, CO
*National Trail Ride Series event
Info 303/697-8382

Wild West National MX Series
7/15-16 Pocatello, ID
7/22-23 Rupert, ID
8/12-13 Rock Springs, WY
8/25-27 Boise, ID
Info 801/464-5445

CMA Bounty Hunter Series
7/8 Los Banos, CA
7/15 Los Banos, CA
7/22 Los Banos, CA
7/29 Los Banos, CA
8/5 Los Banos, CA
8/12 Los Banos, CA
8/19 Los Banos, CA
Info 209/673-8080

GFI Night MX Truck Giveaway Series
7/8 Perris, CA
7/15 Perris, CA
7/22 Perris, CA
7/29 Perris, CA
8/5 Perris, CA
8/12 Perris, CA
8/19 Perris, CA
8/26 Perris, CA
Info 909/698-6996

CMC Trans-Cal National Motocross Series
South Region
9/17 Adelanto, CA
10/1 Adelanto, CA
10/15 Ramona, CA
10/29 Palmdale, CA

North Region
9/10 Carson City, NV
9/23 Marysville, CA
10/7 Sacramento, CA
10/22 TBA

Oregon Region
8/27 Albany, OR
9/17 Eugene, OR
9/24 Albany, OR

Showdown
11/11 Adelanto, CA
11/12 Adelanto, CA
Info 619/246-7262

Lodi Cycle Bowl C'ship Dirt Track Series
7/8 Lodi, CA
7/15 Lodi, CA
7/22 Lodi, CA
7/29 Lodi, CA
8/5 Lodi, CA
8/12 Lodi, CA
8/19 Lodi, CA
Info 209/368-7182

Northwest 883 Twins Series
8/19-20 Hoquiam, WA
9/23-24 Portland, OR
10/22 Kent, WA
Info 604/585-HAWG

JULY

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AUGUST

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• DENOTES PRO PAYBACK

July 7-8

• ARIZONA OFF ROAD - Whiplash Motorsports, Road Wars, Mojave County Fairgrounds, Kingman. Info: 602/971-3730.

Fri, July 7

CALIFORNIA SPEEDWAY - Fast Fridays, Inc., Gold Country Fairgrounds, Auburn. Info: 916/632-3278.

CALIFORNIA SHORT TRACK - Budweiser Racing, Plaza Park Raceway, Visalia. Info: 209/651-5114.

• CALIFORNIA SPEEDWAY - International Speedway, Coors LIght Fair Derby, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - CMC, Carmichael Honda Series, Sacramento Raceway, Sacramento. Info: 916/363-2653.

• CALIFORNIA SHORT TRACK - Budweiser California Dirt Track Championship Series, Madera Fairgrounds, Madera. Info: 209/661-0706.

• CALIFORNIA SUPERCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

CALIFORNIA SUPERCROSS - Full Blown Promotions, Friday Night Motocross, Antelope Valley Fairgrounds, Lancaster. Info: 805/942-7880.

• DELAWARE SHORT TRACK - Delaware Motorsports Inc., Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

INDIANA SHORT TRACK - AMA, Lawrenceburg Motorcycle Speedway, Lawrenceburg. Info: 513/662-7759.

• IOWA SHORT TRACK & TT - I.D.T./R/J Racing, Jefferson City Fairgrounds, Fairfield. Info: 515/683-3118.

• MICHIGAN HALF MILE - AMA/I-96 Speedway, Lake Odessa. Info: 616/642-6500.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

NEVADA MOTOCROSS - On Trac Events, Bridgestone Tire Night, Silver State Raceway, Carson City. Info: 702/267-4392.

• OKLAHOMA MOTOCROSS - Lawton Moto-X Park, Summer Series, Lawton Moto-X Park, Lawton. Info: 405/355-1106.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

WASHINGTON MOTOCROSS PRACTICE - Washougal MX, Washougal Motocross Track, Washougal. Info: 503/673-1671.

July 8-9

• CALIFORNIA MOTOCROSS - Sound of Thunder MX Series - Rnd 4, Carlsbad Raceway, Carlsbad. Info: 408/437-0969.

• CALIFORNIA MOTOCROSS - CMC/Sunstar, Spring Classic Showdown, Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.

CANADA ROAD RACE - CMA/ASM, Circuit St-Eustache, Quebec. Info: 514/592-4051.

GEORGIA TRIALS - AMA/STRA/AHRMA, Sat- vintage, Honda Rider Education Center, Alpharetta. Info: 404/463-4390.

• MICHIGAN MOTOCROSS - Baja Acres, Millington. Info: 517/871-3356.

• NEVADA MOTOCROSS - Northern Nevada Cycle Assn., Inc., Gold Rush Moto Park, Carlin. Info: 702/754-6248.

• NEW MEXICO MOTOCROSS - AMA/New Mexico Competition Club, East Mountain Sports Park, Moriarty. Info: 505/896-0200.

OREGON DUAL SPORT - AMA/N.O.R.A., Inc., Dual Sport Trail Ride Series, Brightwood. Info: 503/591-8005.

• TENNESSEE MOTOCROSS - AMA/Victory Sports, Mega Series/Kawasaki Volunteer State Championship, Muddy Creek Raceway, Blountville. Info: 615/323-5497.

Sat, July 8

CALIFORNIA MOTOCROSS - AMA/Dist 36/Pion[illegible]heer Speedw[illegible] Oakdale. Info: 209/847-9538. CANCELLED

• CALIFORNIA MOTOCROSS - Racing Enterprise, Commotion by the Ocean - Beg/Jrs & Sound of Thunder Four Stroke Series, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA MOTOCROSS - CRC, Saturday Night Motocross - L.A. County Raceway, Palmdale. Info: 805/272-8889.

• CALIFORNIA SHORT TRACK - AMA/Lodi M/C, Lodi. Info: 209/544-1027.

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night-Truck Giveaway Rnd - 1, Perris Raceway, Perris. Info: 909/684-6996.

CONNECTICUT ENDURO - NETRA, Junior Championship Series, Fire Cracker Jr., Union. Info: 203/875-5757.

• FLORIDA MOTOCROSS - ProSports USA, Central Florida M/C Dealer Series and Mini-Cycle C'ship Series, Orlando MX Park, Orlando. Info: 407/333-2356.

GEORGIA MOTOCROSS - Wings & Wheels, Bremen MX, Bremen. Info: 404/941-8464.

• GEORGIA MOTOCROSS - Calhoun MX, Calhoun. Info: 404/943-4935.

• ILLINOIS MOTOCROSS - AMA/Dist 17/Moto Pro Inc., Megacross Shootout Series, Tri-County Fairgrounds, Mendota. Info: 815/539-9021.

• ILLINOIS DIRT TRACK - Badger Racing Assoc. Club, 1/2 mile, Winnebago Co. Fair Grounds, Pecatonica. Info: 414/699-3387.

• KENTUCKY MOTOCROSS - AMA/Yeiser Enterprises, Thorobred Series, Bluegrass Motocross Park, Winchester. Info: 606/744-5916.

• NEW YORK SUPERCROSS - Frozen Ocean Motocross Park, Inc., Auburn. Info: 315/784-5466.

OHIO MOTOCROSS - Midwest Racing Association, Best in the Midwest VIII, Delta Raceway, Delta. Info: 313/289-2100.

• OHIO SPEEDWAY - Bear Creek Speedway, Ohio State Speedway, Canton. Info: 216/837-5694.

OHIO MOTOCROSS - AMA/Dist 11/Action Sports Promotions, Inc., Nelsonville. Info: 614/594-6686.

• OHIO DIRT TRACK - AMA/Dist 15/Fast Track Racing, 1/2 mile, Summer Thunder Series, Van Wert Fairgrounds, Van Wert. Info: 219/486-7172.

• OKLAHOMA MOTOCROSS - RBH, Inc., Summer Series/Kawasaki Night at the Races/Warm-up for Night Time National & Summer Series, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• PENNSYLVANIA SHORT TRACK - AMA/Armin Hostetter/Trail Way Speedway, Hanover. Info: 717/359-4310.

• SOUTH CAROLINA MOTOCROSS - Kilgore Moto-Sports, I-95 Motocross, Hardeeville. Info: 803/784-2408.

• SOUTH DAKOTA DIRT TRACK - AMA/Jackpine Gypsies M.C., TT races, Jackpine Gypsies Clubgrounds, Sturgis. Info: 605/347-3418.

WASHINGTON MOTOCROSS PRACTICE - Washougal MX, Washougal Motocross Track, Washougal. Info: 503/673-1671.

Sun, July 9

• CALIFORNIA MOTOCROSS - Racing Enterprise, Commotion by the Ocean - Int/Experts, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA SPEEDWAY - International Speedway, Sidecar Championships/OC Fair, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA ROAD RACE - ARM, Sears Point Raceway, Sonoma. Info: 510/537-8208.

CALIFORNIA OBSERVED TRIALS - AMA/AHRMA, Donner Ski Ranch, Norden. Info: 916/967-0262.

CALIFORNIA MARATHON - One Hour Marathon Challenge, San Jose Speedway, San Jose. Info: 408/295-6906.

CALIFORNIA DUAL SPORT - AMA/Dist 37, FSO Tours & Promotions, 1st Annual Commotion by the Ocean Dual Sport Trail Ride, Carlsbad Raceway, Carlsbad. Info: 818/756-5616. CANCELED

CONNECTICUT HARE SCRAMBLES - NETRA, Conn State, Union. Info: 203/875-5757.

• FLORIDA MOTOCROSS - Florida MX Series, MDA Benefit Race & Auction, Motocross of Marion County, Reddick. Info: 904/591-2050, 591-2377.

• IDAHO MOTOCROSS - Owyhee Motorcycle Club, OMC Raceway, Boise. Info: 208/384-5512.

INDIANA HARE SCRAMBLES - AMA/Dist 15/Stoney Lonesome MC, Columbus. Info: 812/342-4411.

• KANSAS MOTOCROSS - K.M.S.A., Sports Complex, Great Bend. Info: 913/842-8272, 316/792-7513.

KENTUCKY HARE SCRAMBLE - AMA/Eagle Creek M.C., 2-man, Owenton. Info: 606/472-3442.

MASSACHUSETTS MOTOCROSS - New England Sports Committee, Southwick. Info: 413/772-0685.

MINNESOTA OBSERVED TRIALS - Upper Midwest Trials Association, Faribault. Info 612/224-0222, 507/645-6065.

• NEW JERSEY MOTOCROSS - AMA, Raceway Park, Englishtown. Info: 717/420-0251.

• NEW YORK MOTOCROSS - W.N.Y.S.C./Frozen Ocean Motocross Park, Inc., Auburn. Info: 315/784-5466.

• NORTH CAROLINA MOTOCROSS - AMA/Birch Creek Motosports Inc., Hammerhead/Pepsi Grand Championship Series - Rnd 2, Rolling Hills Cycle Park, Reidsville. Info: 804/836-3633.

• OHIO MOTOCROSS - CRA Malvern Motocross Park, Malvern Motocross Park, Malvern. Info: 216/262-4945.

OHIO MOTOCROSS - Midwest Racing Association, Best in the Midwest VIII, Delta Raceway, Delta. Info: 313/289-2100.

• OHIO HALF MILE - AMA/Roeder Harley Davidson, Huron County Fairgrounds, Norwalk. Info: 419/465-2546.

OHIO MOTOCROSS - Sunset Ramblers, Galion. Info: 419/562-6931.

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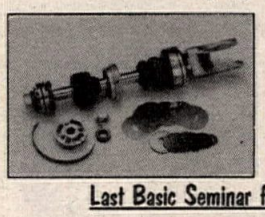

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Last Basic Seminar for 1995. August 5th-6th-7th, $595.00
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July 8th	6th Annual Fairtime Sidecar, Quad & Speedway Midget C'ship
July 9th	U.S.A.C. T.Q. Midgets
July 10th	Youth Motorized Olympics
July 14th	Orange County Fair (No Racing)

MOTOWEST RACING ENTERTAINMENT
Saturday, July 15 · Hollister Hills, CA · Open MX Practice
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MOTOCROSS RACING AT ITS FINEST

AMA
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Classes
86-200 · Vintage · 251-600 Expert
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251-500 B · 251-600 Expert · 883 H-D
$3,000 Cash Prizes, Trophies
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KTMXA Points · "Air It Out" with Travis Pastrana · AMA Sanctioned
World's Fastest 11 yr. old
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Qualifiers start Sept. 1 for the 20th Annual
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To set up qualifiers,
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Recent storm damage has been repaired; trails are in good riding condition.

GFI RACING
(909) 684-6996
A Rider For the Riders

Wed., July 5	GFI "WEDNESDAY" Practice Day (3-8pm)	Perris
Sat., July 8	GFI at Night - Truck Giveaway Rnd. #1*	Perris
Wed., July 12	GFI "WEDNESDAY" Practice Day (3-8pm)	Perris
Sat., July 15	GFI at Night - Truck Giveaway Rnd. #2*	Perris

* Yamaha Contingency Available

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Saturday, July 22 - 8:00 pm

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Hanes Beefy-T

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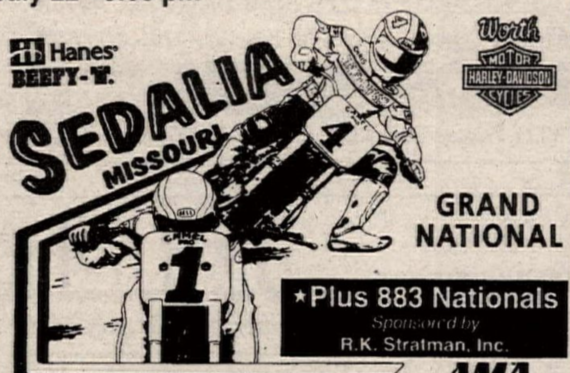

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RACES 8 pm

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EVENT CALENDAR

Speedway Racing Every Friday Night

Sat., July 8	MX Practice on Nat'l Track 8:00am till 2:00pm Vintage & Peewee Open till 5:00pm
Sun., July 9	Yamaha Dealer Series Round #4
Thurs., July 13	MX Practice on National, Vintage & PeeWee Tracks 8:00am till 8:00pm
Sat. & Sun July 15 & 16	No MX Practice Due to Sand Drags
Thurs., July 20	MX Practice on National, Vintage & PeeWee Tracks 8:00am till 8:0opm
Sat., July 22	MX Practice on Nat'l Track 8:00am till 2:00pm Vintage & Peewee Open till 5:00pm
Sun., July 23	Yamaha Dealer Series Round #5
Thurs., July 27	MX Practice on Nat'l, Vintage & PeeWee Tracks
Sat., July 29	MX Practice
Sun., July 30	DCR Gran Prix

WHAT'S HAPPENING
YAMAHA
DEALER SERIES MX
JULY 9th & 23rd

MOTOCROSS PRACTICE INFO:
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All you have to do is call the Cycle News headquarters at 310-427-7433 (weekdays from 9 a.m. to 5 p.m. P.S.T.; Tuesday thru Friday) and ask for a "contributor kit". We'll send you all the details about how to write local stories for Cycle News.

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America's Weekly Motorcycle Newspaper

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

OHIO HARE SCRAMBLE - CRA/Proffer Promotions, Blackcoal Series - Rnd 2, East Palestine. Info: 216/538-2220.

• OKLAHMOMA MOTOCROSS - Oklahoma State Championship Series - Rnd 5, Elk City Motocross Park, Elk City. Info: 405/355-1106.

PENNSYLVANIA HILLCLIMB - AMA/New England Hillclimbers Assoc, Inc., Tyler Hill. Info: 413/267-4713.

PENNSYLVANIA MOTOCROSS - M & G Racing, Beaver Valley Raceway, Hookstown. Info: 412/693-2880.

PENNSYLVANIA HARE SCRAMBLE - M & G Racing, Beaver Valley Raceway, Hookstown. Info: 412/693-2880.

PENNSYLVANIA MOTOCROSS - The Challenger, Jacksonville. Info: 412/726-5494.

• SOUTH DAKOTA DIRT TRACK - AMA/Jackpine Gypsies M.C., short track races, Jackpine Gypsies Clubgrounds, Sturgis. Info: 605/347-3418.

VERMONT MOTOCROSS - Vermont Motocross Association, Rider Hill MX Park, Derby. Info: 802/479-9307 or 802/525-3864.

WASHINGTON MOTOCROSS PRACTICE - AMA/Scott USA Day, Washougal MX, Washougal Motocross Track, Washougal. Info: 503/673-1671.

WASHINGTON ROAD RACE - WMRRA, Seattle International Raceway, Kent. Info: 206/972-4499.

• WISCONSIN MOTOCROSS - AMA/Aztalan Cycle Club, Inc., Lake Mills. Info: 414/297-9367.

July 10-14

OREGON RALLY - Lemans America/The International Organization of Suzuki Owners, 20th Annual National Rally, Bend. Info: 503/481-3328.

Tues, July 11

• OHIO MOTOCROSS - AMA/American Motosports Inc., Lawrence County Fair, Proctorville. Info: 614/596-2057.

• OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Wed, July 12

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

July 13-14

• CALIFORNIA OFF ROAD - Baja Promotions/BP Racing, Cal-City Midnight Romp, California City. Info: 818/992-6355, 818/340-5750.

Thur, July 13

• OHIO MOTOCROSS - AMA/American Motosports, Inc., Madison County Fair, Loudon. Info: 614/596-2057.

Fri, July 14

CALIFORNIA SPEEDWAY - Fast Fridays, Inc., Gold Country Fairgrounds, Auburn. Info: 916/632-3278.

• CALIFORNIA SUPERCR0SS - Cycleland Speedway, Chico. Info: 916/342-0063.

• CALIFORNIA SHORT TRACK - Budweiser California Dirt Track Championship Series, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA SUPERCROSS - Full Blown Promotions, Friday Night Motocross, Antelope Valley Fairgrounds, Lancaster. Info: 805/942-7880.

• DELAWARE SHORT TRACK - Delaware Motorsports Inc., Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

INDIANA SHORT TRACK - AMA, Lawrenceburg Motorcycle Speedway, Lawrenceburg. Info: 513/662-7759.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

NEVADA MOTOCROSS - On Trac Events, Kawasaki of Reno Night, Silver State Raceway, Carson City. Info: 702/267-4392.

• NEW YORK HALF MILE - AMA/ Moroney's, Inc., Lebanon Valley Speedway, W. Lebanon. Info: 914/564-5400.

• OHIO MOTOCROSS - AMA/American Motosports, Inc., Harrison County Fair, Cadiz. Info: 614/596-2057.

• OKLAHMOMA MOTOCROSS - Lawton Moto-X Park Summer Series, Lawton. Info: 405/355-1106.

• TENNESSEE MOTOCROSS - Northeast Tennessee Raceway, Explosion Night, Greeneville. Info: 615/234-0772.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

July 15-16

• CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

• FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394 or 622-1400.

• IDAHO MOTOCROSS - Wild West Nationals, Pocatello. Info: 801/464-5445.

INDIANA ROAD RIDE - AMA/Dist 15/Stoney Lonesome MC, Columbus. Info: 812/342-4411.

MARYLAND DIRT DRAGS - Rawlings Dirt Drag Inc., Rawlings. Info: 301/729-6131 or 301/359-9249.

OHIO DRAG RACE - AMRA, 2nd Annual All Harley Grand American Invitational, 1/8 mile, Dragway 42, Wesl Salem. Info: 708/250-0838 or 419/853-4242.

• WASHINGTON MOTOCROSS - CMC, Pac West Nationals, Waterville. Info: 206/854-0769.

Sat, July 15

• CALIFORNIA MOTOCROSS - Racing Enterprise, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night-Truck Giveaway Rnd - 2, Perris Raceway, Perris. Info: 909/684-6996.

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

• CALIFORNIA MOTOCROSS - CRC, Saturday Night Motocross, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Marysville Motocross, Riverfront Park, Marysville. Info: 916/695-2727.

CALIFORNIA FLAT TRACK - 1/6 mile, Barona Speedway, Ramona. Info: 619/464-1104.

• CALIFORNIA SUPERCROSS - 1st Annual Red Bluff Pro-Am Supercross, Red Bluff Fairgrounds, Red Bluff. Info: 916/347-7019.

• COLORADO SPEEDWAY/SHORT TRACK - Dirt Track Ass/IMI/Fun Wheels/Harrys Roamers, Longmont. Info: 303/678-7879.

FLORIDA SUPERCROSS - West Fla. Motocross Park, Summer Supercross Series, Milton. Info: 904/623-6038.

GEORGIA MOTOCROSS - Wings & Wheels, Bremen MX, Bremen. Info: 404/941-8464.

• GEORGIA MOTOCROSS - Calhoun MX, Calhoun. Info: 404/943-4935.

• IDAHO DIRT TRACK - Lemhi County Motorsports, Salmon Valley Fairgrounds, Salmon. Info: 208/756-6433.

ILLINOIS HILLCLIMB - AMA/Dist 17/Cahokia Creek Dirt Riders, White City. Info: 217/627-2459.

MASSACHUSETTS ENDURO - NETRA, Junior Championship Series, Knox I Jr., Southampton. Info: 203/875-5757.

NEW YORK OBSERVED TRIALS - AMA/Dist 4, Elmira. Info: 607/732-8396.

NORTH CAROLINA MOTOCROSS - 226 MX, Series Rnd 14/Fun Cycles Day, Marion. Info: 704/652-3758.

• NORTH CAROLINA SUPERCROSS - N.A.M.E., Night Series, Reidsville. Info: 910/342-4492.

OHIO MOTOCROSS - Midwest Racing Association, Delta Raceway, Delta. Info: 313/289-2100.

• OHIO MOTOCROSS - Kenworthy's G.P. Club, Dunlop/FMF Day, Troy. Info: 513/335-4763.

• OHIO MOTOCROSS - AMA/American Motosports, Inc., Franklin County Fair, Hilliard. Info: 614/596-2057.

• OKLAHOMA MOTOCROSS - RBH, Inc., Summer Series/Performance Nissan/Dr. Pepper Night Time National, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Sun, July 16

ARKANSAS HARE SCRAMBLES - AHSC, Mayflower. Info: 501/890-6346.

• CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474.

CALIFORNIA GRAND PRIX - Tankslappers M/C, Summer Remedy Grand Prix, Carlsbad Raceway, Carlsbad. Info: 619/588-8851.

• CALIFORNIA MOTOCROSS - Motowest, Hollister Hills MX Track, Hollister. Info: 408/238-8208 or 842-5790.

CALIFORNIA MOTOCROSS - Over the Hill Gang-Bay Area, Club Moto, Livermore. Info: 408/272-1519.

• FLORIDA MOTOCROSS - ProSports USA, ProSports USA Grand Prix, Orlando MX Park, Orlando. Info: 407/333-2356.

• FLORIDA MOTOCROSS - ProSports USA, South Florida Motocross Summer Series, RPMC, Homestead. Info: 407/333-2356.

ILLINOIS HILLCLIMB - AMA/King City Dirt Riders, Mt. Vernon. Info: 618/244-3846.

ILLINOIS SHOW - J&P Promotions, 10th Annual M/C Parts Extravaganza, Ride-In Bike Show & Field Events, Will County Fairgrounds, Peotone. Info: 319/462-6011.

IOWA OBSERVED TRIALS - AITRA, Rathburn. Info: 319/277-6179.

• KANSAS HARE SCRAMBLES - AMA, Kansas Hare Scrambles Championship, Randolph ORV area, Randolph. Info: 913/836-9171.

KENTUCKY HARE SCRAMBLES - Mid South Hare Scrambles Series, Caneyville. Info: 615/859-0873.

LOUISIANA OVAL & TT OUTLAW - Swampland Raceway, Grand Prairie. Info: 318/363-3734.

• MARYLAND MOTOCROSS & HARE SCRAMBLES - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MASSACHUSETTS HARE SCRAMBLES - NETRA, Greylock, Windsor. Info: 203/875-5757.

MASSACHUSETTS MOTOCROSS - New England Sports Committee, Middleboro. Info: 413/772-0685.

MICHIGAN ENDURO - Dist 14/Bentwheel S.C.C., Rose Valley Bowling Alley, Rose City. Info: 810/740-8357.

NEW YORK TURKEY RUN - NETRA, Desolation, Lake Desolation. Info: 203/875-5757.

NEW YORK OBSERVED TRIALS - AMA/Dist 4, Cayuta. Info: 607/594-3680.

NEW YORK MOTOCROSS - AMA/Ace Motocross, Championship Point Series, Ace Motocross, Modena. Info: 914/463-2093.

NEW YORK MOTOCROSS - Long Island Sports Committee/Joseph Merrill, Suffolk Meadows Race Track, Yaphank. Info: 516/924-2399.

OREGON DUAL SPORT - AMA, Central Oregon Dual Sport Event, Bend. Info: 503/699-9549.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

• TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana Raceway, Christiana. Info:615/896-3245.

TEXAS MOTOCROSS - Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

• VIRGINIA MOTOCROSS - AMA/Victory Sports, Mega Series/Virginia State Championships, Pro Sport MX, Wytheville. Info: 615/323-5497.

• WASHINGTON FLAT TRACK - AMA/DIst 27/Steve Hyson Productions, Summer Short Track Series, Thurston Co. ORV Park, McCleary. Info: 503/458-5225.

• WYOMING DIRT TRACK - AMA, 1/2 mile, Central Wyoming Fair, Casper. Info: 316/227-2199 or 800/544-8714.

Tues, July 18

MINNESOTA DIRT TRACK - Outlaw Vintage Dirt Track, Omar's Dirt Track Racing, Rice County Fairgrounds, Fairbault. Info: 612/593-1283.

• OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Wed, July 19

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

Fri, July 21

CALIFORNIA SPEEDWAY - Fast Fridays, Inc., Gold Country Fairgrounds, Auburn. Info: 916/632-3278.

• CALIFORNIA SUPERCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

• CALIFORNIA SHORT TRACK - Budweiser California Dirt Track Championship Series, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA SUPERCROSS - Full Blown Promotions, Friday Night Motocross, Antelope Valley Fairgrounds, Lancaster. Info: 805/942-7880.

• DELAWARE SHORT TRACK - Delaware Motorsports Inc., Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

INDIANA SHORT TRACK - AMA, Lawrenceburg Motorcycle Speedway, Lawrenceburg. Info: 513/662-7759.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

NEVADA MOTOCROSS - On Trac Events, Michael's Honda, Suzuki & Kawasaki Night, Silver State Raceway, Carson City. Info: 702/267-4392.

• OKLAHMOMA MOTOCROSS - Lawton Moto-X Park, Summer Series Nightime Racing, Lawton. Info: 405/355-1106.

• TENNESSEE MOTOCROSS - Northeast Tennessee Raceway, Explosion Night, Greeneville. Info: 615/234-0772.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

July 22-23

CALIFORNIA DUAL SPORT - AMA/D-37/California Trail Ride, 2nd Annual Bass Lake 250, Ahwahnee Country Club, Oakhurst. Info: 714/992-9291.

CANADA ROAD RACE - CMA/ASM, Mosport Park, Ontario. Info: 514/592-4051.

GEORGIA MOTOCROSS - AMA/Road Atlanta, Road Atlanta MX, Braselton. Info: 404/967-6143.

• IDAHO MOTOCROSS - SIRA/EIMA/USRA, Wild West Motocross, Rupert Fairgrounds, Rupert. Info: 208/436-7071.

MASSACHUSETTS DUAL SPORT - AMA/Hoosac Valley M/C, Dual Sport Trail Ride Series, Adams. Info: 413/743-4146.

MASSACHUSETTS TURKEY RUN - NETRA, Al Eames Memorial Nat'l Trail Ride/Dual Sport, Adams. Info: 203/875-5757.

Sat, July 22

CALIFORNIA MOTOCROSS - AMA/Dist 36/Pioneer [illegible] Speedway, [illegible]. Info: 209/847-9538. CANCELLED

• CALIFORNIA MOTOCROSS - Racing Enterprise, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night-Truck Giveaway Rnd - 3, Perris Raceway, Perris. Info: 909/684-6996.

• CALIFORNIA MOTOCROSS - CRC, Saturday Night Motocross, L.A. County Raceway, Palmdale. Info: 805/272-8889.

• CALIFORNIA SHORT TRACK - CMC, Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.

CALIFORNIA FLAT TRACK - 1/6 mile, Barona Speedway, Ramona. Info: 619/464-1104.

• COLORADO SPEEDWAY/TT - Dirt Track Ass/IMI/Fun Wheels/Harrys Roamers, Longmont. Info: 303/678-7879.

• FLORIDA MOTOCROSS - ProSports USA, Central Florida M/C Dealer Series and Mini-Cycle C'ship Series, Orlando MX Park, Orlando. Info: 407/333-2356.

• GEORGIA MOTOCROSS - Calhoun MX, Calhoun. Info: 404/943-4935.

• ILLINOIS MOTOCROSS - AMA/Dist 17/Moto Pro Inc., Megacross Shootout Series, Tri-County Fairgrounds, Mendota. Info: 815/539-9021.

• KENTUCKY MOTOCROSS - AMA, Somerset Cycle Day/Sheltowee Series Rnd - 10, Daniel Boone Motocross Park, London. Info: 606/877-1364.

• NEW YORK SHORT TRACK - AMA/Square Deal Riders M.C., SDR Raceway, Harpursville. Info: 607/693-3159 or 693-2634.

• NORTH CAROLINA MOTOCROSS - Wilkes Co. Moto-X Park, Lenoir. Info: 704/758-4342.

• NORTH CAROLINA MOTOCROSS - Silver Creek Motocross, Morganton. Info: 704/584-8519.

OHIO MOTOCROSS - Midwest Racing Association, Delta Raceway, Delta. Info: 313/289-2100.

OHIO MOTOCROSS - AMA/Dist 11/JoAnn King, Dirt Country Raceway, Blanchester. Info: 513/791-8970.

• OKLAHOMA MOTOCROSS - RBH, Inc., Summer Series, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

OREGON MOTOCROSS - Motocross Northwest/Clarks Branch Cycle Club, Roseburg. Info: 503/673-1671.

• PENNSYLVANIA SUPERCROSS - AMA/Armin Hostetter/Trail Way Speedway, Hanover. Info: 717/359-4310.

• VIRGINIA SUPERCROSS - AMA/Birch Creek Motosports, Inc., Danville. Info: 804/836-3633.

July 23-24

• IDAHO MOTOCROSS - Wild West Nationals, Rupert. Info: 801/464-5445.

Sun, July 23

• ARIZONA OFF ROAD - Whiplash Motorsports, Cinder Mountain 100, Flagstaff. Info: 602/971-3730.

• FLORIDA MOTOCROSS - ProSports USA, South Florida Motocross Summer Series, County Line Raceway, Ona. Info: 407/333-2356.

• KANSAS MOTOCROSS - K.M.S.A., Sports Complex, Great Bend. Info: 913/842-8272, 316/792-7513.

KENTUCKY MOTOCROSS - Apex Valley Raceway, White Plains. Info: 502/886-8564.

MASSACHUSETTS ENDURO - NETRA, Tri State, Oxford. Info: 203/875-5757.

• MICHIGAN MOTOCROSS - Baja Acres, Millington. Info: 517/871-3356.

MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship, Show Me Motor-sports, Tebbetts. Info: 314/392-2475.

NEVADA MOTOCROSS - On Trac Events, Vintage race, Silver State Raceway, Carson City. Info: 702/267-4392.

NEW MEXICO MOTOCROSS - Clovis Sportcycle Association, Clovis Sportcycle Center, Clovis. Info: 505/769-8070.

NEW YORK HILLCLIMB - AMA/New England Hillclimbers Assoc, Inc., Caroga Lake. Info: 413/267-4713.

• OHIO MOTOCROSS - Broken Spokes Cycle Club, New Philadelphia. Info: 216/339-9265.

PENNSYLVANIA MOTOCROSS - AMA/Dist 6/Flying Dutchmen Motorcycle Club, Inc., J.K. Racing, PIne Grove. Info: 717/345-6340.

TENNESSEE HARE SCRAMBLES - Mid South Hare Scrambles Series, Hohenwald. Info: 615/859-0873.

VERMONT MOTOCROSS - Vermont Motocross Association, Rider Hill MX Park, Derby. Info: 802/479-9307 or 802/525-3864.

VIRGINIA MOTOCROSS - AMA/Birch Creek Motosports, Hammerhead/Pepsi Grand Championship Series - Rnd 3, Birch Creek Motorsports, Danville. Info: 804/836-3633.

WASHINGTON MINI ROAD RACE - SMRC, Pangborn Kart Track, Wenatchee. Info: 206/672-0783.

Tues, July 25

• OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Wed, July 26

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

July 28-30

CANADA VINTAGE TT - British Cycle Supply Co., 2nd Annual Atlantic Vintage TT, Atlantic Motorsport Park, Shubenacadie, Nova Scotia. Info: 902/542-7478.

Fri, July 28

CALIFORNIA SPEEDWAY - Fast Fridays, Inc., Gold Country Fairgrounds, Auburn. Info: 916/632-3278.

CALIFORNIA SHORT TRACK - Budweiser Racing, Plaza Park Raceway, Visalia. Info: 209/651-5114.

• CALIFORNIA SUPERCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

• CALIFORNIA SHORT TRACK - Budweiser California Dirt Track Championship Series, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA SUPERCROSS - Full Blown Promotions, Friday Night Motocross, Antelope Valley Fairgrounds, Lancaster. Info: 805/942-7880.

• DELAWARE SHORT TRACK - Delaware Motorsports Inc., Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

INDIANA SHORT TRACK - AMA, Lawrenceburg Motorcycle Speedway, Lawrenceburg. Info: 513/662-7759.

MICHIGAN MOTOCROSS - Midwest Racing Association, Night at the Races 5, Milan Cycle City, Milan. Info: 313/289-2100.

NEVADA MOTOCROSS - On Trac Events, Scott Bikini Night, Silver State Raceway, Carson City. Info: 702/267-4392.

• NORTH CAROLINA FLAT TRACK - Dixieland Speedway, Elizabeth City. Info: 919/771-5151.

• TENNESSEE MOTOCROSS - Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

July 29-30

KENTUCKY DRAG RACE - AMRA, 3rd Annual Region All Harley Finals, Beech Bend Raceway Park, Bowling Green.. Info: 615/849-8025.

ILLINOIS DRAG RACE - AMRA, 7th Annual Gateway All Harley Drags, Gateway International Raceway, FairmontCity. Info: 708/250-0838.

MICHIGAN MOTOCROSS - Baja Acres, Millington. Info: 517/871-3356.

MINNESOTA OBSERVED TRIALS - Upper Midwest Trials Association, Hixton. Info 612/224-0222, 507/645-6065.

OREGON MOTOCROSS - International Old Timers/Over the Hill Gang, Albany Supercross, Albany. Info: 503/257-0871.

WISCONSIN OBSERVED TRIALS - Wisconsin Observed Trials Association Series, Hixton. Info: 815/232-2731.

Sat, July 29

• CALIFORNIA SHORT TRACK - AMA/Lodi M/C, Lodi. Info: 209/544-1027.

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night-Truck Giveaway Rnd - 1, Perris Raceway, Perris. Info: 909/684-6996.

• CALIFORNIA MOTOCROSS - CRC, Saturday Night Motocross, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Marysville Motocross, Riverfront Park, Marysville. Info: 916/695-2727.

GEORGIA MOTOCROSS - Wings & Wheels, Bremen MX, Bremen. Info: 404/941-8464.

• GEORGIA MOTOCROSS - Calhoun MX, Calhoun. Info: 404/943-4935.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

• KENTUCKY MOTOCROSS - AMA/Yeiser Enterprises, Thorobred Series, Bluegrass Motocross Park, Winchester. Info: 606/744-6916.

• MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Maryland State Championship, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

NORTH CAROLINA MOTOCROSS - 226 MX, Marion. Info: 704/652-3758.

• NORTH CAROLINA SUPERCROSS - N.A.M.E., Night Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

OHIO MOTOCROSS - Midwest Racing Association, Delta Raceway, Delta. Info: 313/289-2100.

• PENNSYLVANIA SHORT TRACK - AMA/Armin Hostetter/Trail Way Speedway, Hanover. Info: 717/359-4310.

• SOUTH CAROLINA MOTOCROSS - Kilgore Moto-Sports, I-95 Motocross, Hardeeville. Info: 803/784-2408.

TENNESSEE MOTOCROSS - AMA/Ontrac Promotions, Hot Summer Nights Series, Big South Fork, Huntsville. Info: 615/577-5364.

July 30-31

MONTANA HILLCLIMB - North American Hillclimb Association, Billings. Info: 307/786-2348.

July 30-Aug 4

MICHIGAN DUAL SPORT - AMA/Cycle Conservation Club, Dual Sport Trail Ride Series, Kinross. Info: 517/782-4567.

Sun, July 30

• CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474.

CALIFORNIA BIKE SHOW - 4th Annual Mikuni Calendar Bike Show featuring Sport Bikes, Race Bikes and Custom Harleys, Santa Monica Airport Museum of Flying, Santa Monica. Info: 310/392-8822.

CALIFORNIA GRAND PRIX - SRA, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

CANADA MOTOCROSS - Midwest Racing Association, Leamington Raceway, Leamington, Ontario. Info: 519/326-3447.

CONNECTICUT HARE SCRAMBLES - NETRA, Belltown Scrambles, E. Hampton. Info: 203/875-5757.

KENTUCKY MOTOCROSS - Pendleton Co. M/C Park, Gardersville. Info: 606/472-3442.

• MARYLAND MOTOCROSS - AMA/Dist 7 & 13, MAMA Maryland State Championship, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MASSACHUSETTS MOTOCROSS - New England Sports Committee, Southwick. Info: 413/772-0685.

NEVADA HARE SCRAMBLE - MRAN, Coyotes M/C, Nevada. Info: 702/289-8524.

• NEW YORK MOTOCROSS - AMA, The Walden Playboys MX Park, Walden. Info: 717/420-0251.

NEW YORK OBSERVED TRIALS - AMA/Dist 4, Owego. Info: 607/687-3784.

• NEW YORK MOTOCROSS - Y.N.Y.S.C., Hunt Moto Park, Hunt. Info: 716/476-2697.

OHIO HARE SCRAMBLE - CRA/Proffer Promotions, Blackcoal Series - Rnd 3, Cable Creek, Toronto. Info: 216/538-2220.

• OKLAHOMA MOTOCROSS - Oklahoma State Championship Series - Rnd 6, Walnut Creek Motocross Park, Welch. Info: 918/233-7003.

OREGON HARE SCRAMBLE - AMA, Tillamook Hare Scramble, Tillamook. Info: 503/829-6139.

PENNSYLVANIA MOTOCROSS - AMA/Dist 6/Flying Dutchmen Motorcycle Club, Inc., J.K. Racing, PIne Grove. Info: 717/345-6340.

• TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana Raceway, Christiana. Info: 615/896-3245.

• VIRGINIA MOTOCROSS - AMA/Dist 13, benefit race, Actiontown Motocross Park, Dillwyn. Info: 804/836-3633.

• WASHINGTON FLAT TRACK - AMA/Dist 27/Tacoma M/C, Summer Short Track Series, Thurston Co. ORV Park, McCleary. Info: 360/736-2374.

Tues, Aug 1

• OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Wed, Aug 2

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

Aug 4-5

WASHINGTON MOTOCROSS - AMA, AMA Amateur Days, Washougal Motocross Track, Washougal. Info: 503/673-1671.

Fri, Aug 4

• CALIFORNIA SPEEDWAY - International Speedway, Summer Season Opener, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - CMC, Carmichael Honda Series, Sacramento Raceway, Sacramento. Info: 916/ 363-2653.

• CALIFORNIA SUPERCROSS - Cycleland Speedway, Summer Series, Chico. Info: 916/342-0063.

• DELAWARE SHORT TRACK - Delaware Motorsports Inc., Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

MICHIGAN MOTOCROSS - Midwest Racing Association, Suzuki Contingency, Milan Cycle City, Milan. Info: 313/289-2100.

• NEVADA MOTOCROSS - On Trac Events, Dirt Bike & Motocross Action magazine Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

• OKLAHOMA MOTOCROSS - Lawton Moto-X Park, Summer Series Nighttime Racing, Lawton. Info: 405/355-1106.

• TENNESSEE MOTOCROSS - Northeast Tennessee Raceway, Explosion Night, Greeneville. Info: 615/234-0772.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

Aug 5-6

CALIFORNIA DUAL SPORT - AMA/Dist 37/Big Bear Trail Riders, San Bernardino National Forest, Big Bear Lake. Info: 909/585-7544 or 585-5095.

MICHIGAN DRAG RACE - AMRA, 5th Annual Michigan All Harley Drags National, Milan International Raceway, Milan. Info: 708/250-0838.

MINNESOTA OBSERVED TRIALS - Upper Midwest Trials Association, Faribault. Info: 612/224-0222, 507/645-6065.

MONTANA DUAL SPORT RIDE - Rocky Mountain Detours, Bill Gardner Memorial Ride, Beartooth Mountains, Billings. Info: 406/652-7909.

• NEVADA MOTOCROSS - Northern Nevada Cycle Assn., Inc., Gold Rush Moto Park, Carlin. Info: 702/754-6248.

WASHINGTON MINI ROAD RACE - SMRC, Pangborn Kart Track, Wenatchee. Info: 206/672-0783.

Sat, Aug 5

• CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night-Truck Giveaway Rnd 5, Perris Raceway, Perris. Info: 909/684-6996.

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

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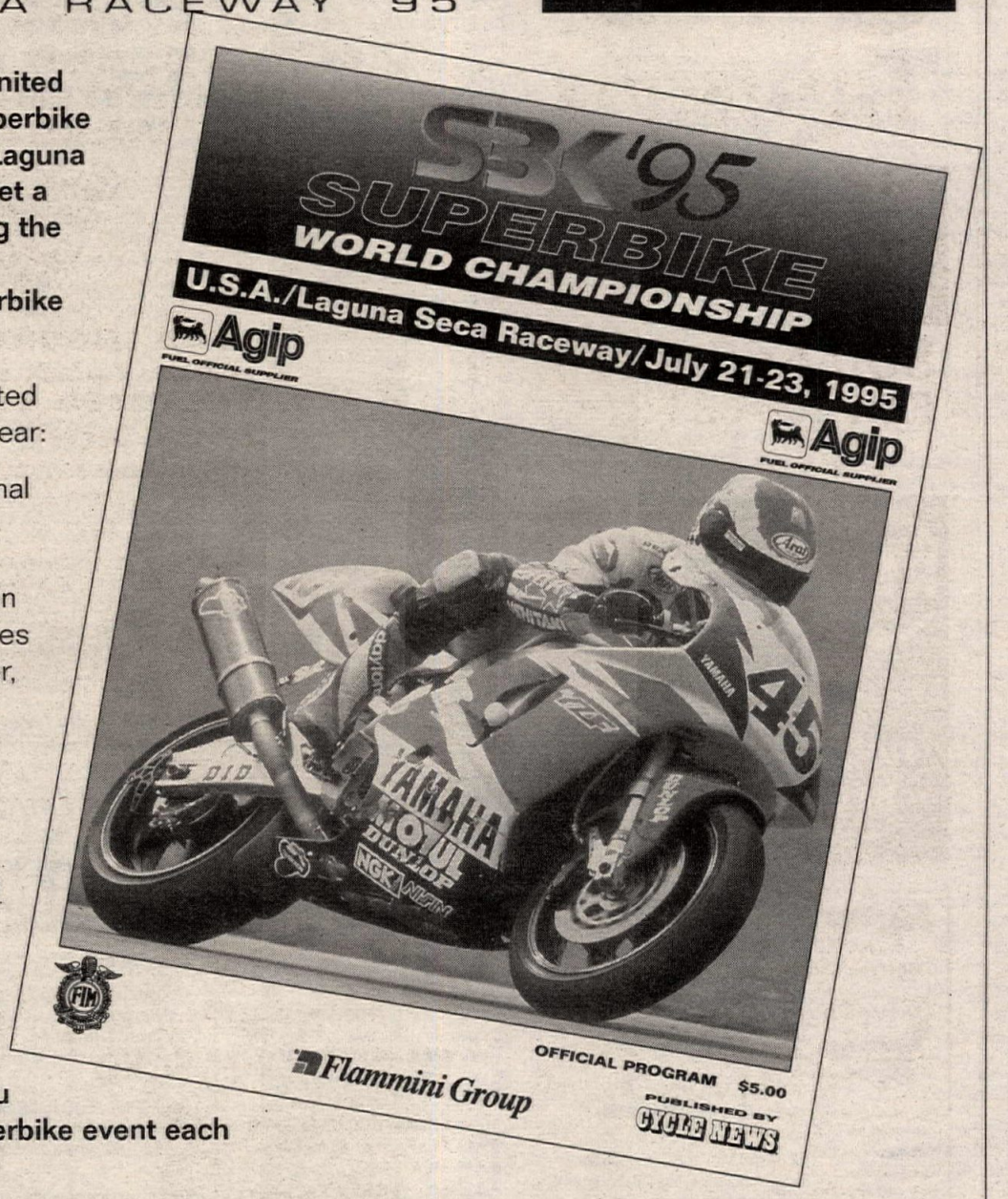

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Full time year round positions available. Sunny southern California. *Service Technicians, *counter sales, *motorcycle sales. California Harley Davidson, 1517 Pacific Coast Highway, Harbor City, California 90710. (310) 539-3366. CA. (218-27)

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Experienced, trained technician wanted for expanding northern Indiana dealership, great growth opportunity. (219) 357-5250, or mail resume to 1875 State Road 8, Auburn, IN 46706. IN. (227-29)

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Factory Mechanics Wanted
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Needed for large well established, very busy Kawasaki-Yamaha-Sea Doo- Honda dealer in Daytona Beach. Motorcycle and or watercraft experience a must. Excellent pay & benefits, pay wage based on experience. FAX resume to (904) 253-6796. FL. (226-27)

M/C ATV & PWC Tech.
Yamaha Suzuki KTM Polaris Sea-Doo dealer in Tyler, TX looking for experienced mechanics. Call Pete Watson. (903) 595-6288. TX. (326-27)

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Experienced and references required. Good salary plus benefits. Jim & Jims Yamaha of Santa Rosa, 910 Santa Rosa Avenue, Santa Rosa, CA. Contact Ruth Chambers. (707) 528-1114. CA. (326-29)

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Experienced Parts Person
Honda Peninsula seeks full time parts person for immediate opening. Excellent pay and benefits. 1289 W. El Camino Real, Sunnyvale, CA 94087. (408) 245-7840, fax (415) 968-0307. CA. (227)

Help Wanted:
Experienced professinal technician desired for customer oriented, quality BMW, Triumph, Kawasaki dealership. Please call or fax resume and requirements to: Ron Usenza, Berkshire Motorsworks, Schenectady, NY. (518) 377-8600. FAX (518) 377-9040. NY. (327-28)

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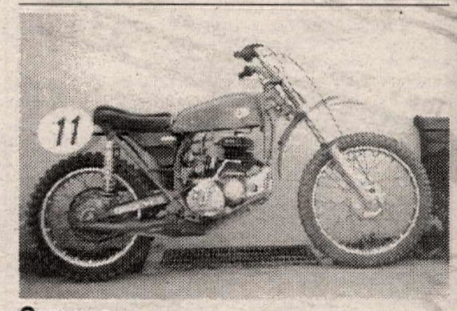

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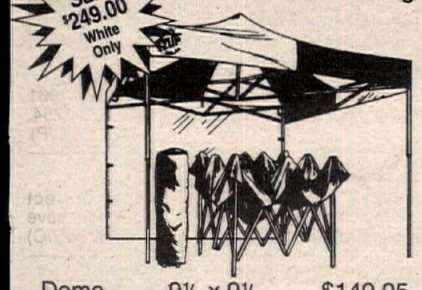

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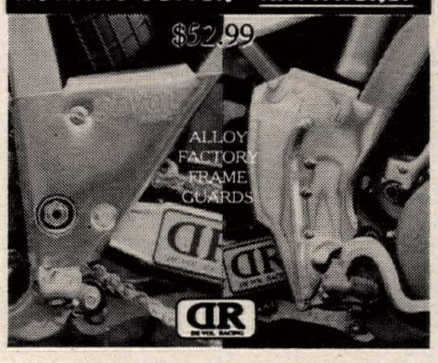

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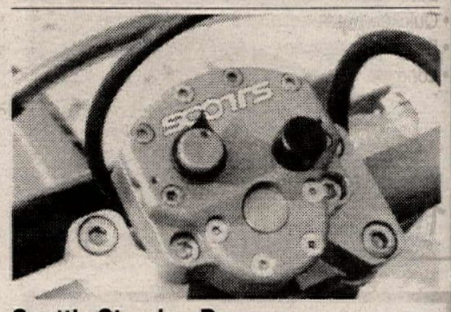

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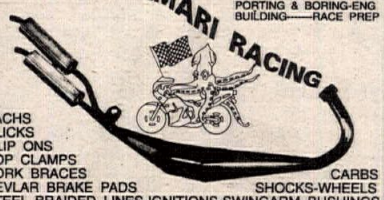

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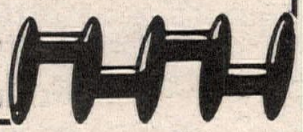

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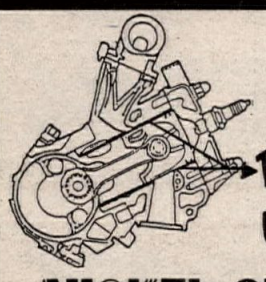

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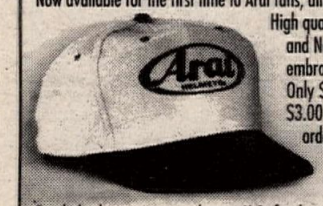

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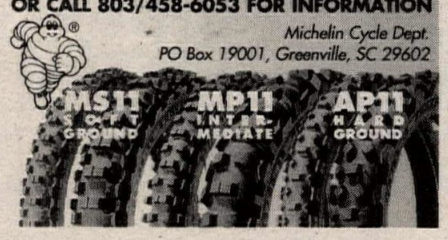

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ADVERTISERS INDEX

A&A Racing Service 63
A&J Cycle Salvage 60
Acerbis Plastica USA 58
ACME Suspension 61
Action Sport Cycles 61
Action Sports Promotions 65
Action Yamaha Of Edison 69
Aerostitch Riderwear 61
AFAM USA, Inc. 63
AGV-USA, Corporation 62
Air Tech 68
Air Time Raceway, Inc. 53
Aircone Inc. 63
ALLREDY Canopies 57
Allsport Salvage 67
AMA 51
AMA/CCS 62
AMA/Prostar M/C Drag Racing 68
American Honda 62
American Jawa Limited 61
American MC Institute 68
American Suzuki Motor Corp. 7,63
Andrews Yamaha-Kawasaki 63
Applied Racing 63
Arai Helmets 66
ATK America, Inc. 65
Atlantic Sales & Service 51
Avon Tire 65
Backroads Adventures B.C., Inc. 57
Baja Designs 62
Baja Off Road Tours 60
Bankers & Shippers Inc. 63
Barnett Tool & Eng. 61
Bartels' Harley-Davidson 61
Beach Yamaha 63
Bel-Ray Lubricants 62
Bell Helmets 69
Bert's The Motorcycle Mall 52
Bieffe USA, Inc. 63
Bill Cody Racing 69
Bill's Pipes 59
Blendzall 66
Bley USA Inc. 61
BMW MC's of Santa Cruz 63
BMW Of North America 67
Boyesen Engineering 67
Braking USA 69
BT Racing 68
Buell Motorcycle Co. Inc. ....Outsert, 62
C&J Racing Frames 57
C.R.E. Imports Inc 59
California Cycles KTM 62
California Racing Club 51
Can-Am 69
Carb Parts Warehouse 58
Carbon Tech 65
CBR Bearing Co. 61
CEF Racing 61
Chafong Racing 65
Chaparral Cycle Supply 60
Charleston Custom Cycle 60
Chris Agajanian Presents 45,51
Clarke Mfg. Co. 62
Clean Racing 60
CMC 39
Cohrs Racing 58
Cometic Gasket 65
Composites Unlimited 69
Copper Gaskets Unlimited 61
Corbin Triumph 57
Cosmopolitan Motors 61
Cruise America, Inc. 60
Cycle Concepts Inc. 65
Cycle News Sub 2,47
Cycle Recyclers 66
Cycle Specialties Athens 66
D&D Motorcycle Service 69
D&D Performance Exhaust 65
D.I.D. 61
Daytona International Speedway 61
Dennis Kirk 68
Devol Engineering 63
Donnie Hansen MX Academy 62
Downers Grove Yamaha 69
Ducati 68
Dunlop Tire 35,62
Dynatek 59
Earl Small's H-D 41,69
East Coast Cycle Inc. 67
East Coast Warehouse 69
Engine Dynamics Co. 61
Engines Only 67
Enzo Racing 59
Eric's Motorcycle Co 65
Euro-Tech Engineering 69
Event Technology 67
F&L Company 58
F.A.S.T. 41,43
Factory Connection 67
Falicon Performance Engineering 65
Fast By Ferracci 57
Fast Company 67
Fineline Motorsports 60
Finish Line Products 68
FMF Racing 39,57
Fog City 59
Fontana Radiator Service 61
Fremont Cycle Salvage & Access. 66
Fritz Racing 67
GFI Racing 52,53
Gary Baileys' Videos/MX School 65
Galorz 57
Glen Helen Racing 50,54
GNC Motocross 53
Gustafsson Plastics 62
Hails Harley-Davidson 68
Hammerhead Graphics 60
Hansen Motorcycles, Inc. 65
Hap Jones International 57
Hayward Honda 62
Heid's Hodaka 68
Hi-Point Trailers 57
Hi-Winders MC Club 53
Hind's Kaw/Yam 69
Hogan Cycles 69
Holliday Canopies 66
Honda of Milpitas 61
Howell's Harley-Davidson & Buell 67
Husaberg America 69
Husqvarna 68
I-40 Motocross 69
I.C.O. 66
Inter-State Oil Co. 67
International Motorsport 60
International Speedway 52,53
JN Innovations 61
Jagg Oil Coolers 69
Johnny B's Travel Lab. 66
Kawasaki Dealers ....Outsert
Ken Maely Enterprises 60
Kenny's Sports R&D 58
Kev-co/Stubbs Racing Products 58
KG Enterprises 69
Klemm Research 62
Klotz Special Formula Products 61
KTM Of Mojave 60
KTM Sport Motorcycle USA 62
Kustom Kraft 69
L.R. Enterprises 58
LA Sleeve Co. 45
Lake Sugar Tree Motorsport Park 59
Lamson Porting 59
Langcourt Limited, Inc. 59
Lap Tech Race Computer 60
LEM Cycles of Texas 63
Letko Competition Cycles 59
Lightweight Products 65
Lindemann Engineering 57
Little Sturgis Rally 53
M.C.C. 66
M/C Concepts 63
Magnum Distribution 65
Marion Motorsports 59
Maxima Racing Lubricants 57
McGraw Insurance Service 63
Megacycle Engineering 65
Metzeler Motorcycle Tire 61
Michelin Tire 66
Micron North America Ltd. 67
Mid Cities Honda Kawasaki 65
Mike's Cycle Parts 59
Moose Racing 62
Moroney's H-D 66
Moto America, Inc. 62
Moto Adventura 67
Moto Cycle 61
Moto Liberty Cycle 68
Moto Line 67
Moto West 53
Motoplat/PVL Ignitions 57
Motorace 59
Motorcycle Accessories Unlimited 62
Motul USA, Inc. 63
MSD Ignition 65
MSI Trailers 67
MX-Posed Video 65
Mylar's 59
Neanderthal Cycle Salvage 65
New Video Release 43
Nickel Silicon Carbide 66
Nitrous Oxide Systems, Inc. 65
NMA 52
Noleen Racing, Inc. 68
North County Yamaha 69
Northwest Maico & CZ 60
Northwest Sleeve, Inc. 62
Novella Ltd. 61
Oakland Sports Center 52
Off Road Specialties 69
On Track Promotions-M.A.R.S. 68
Orange County Suzuki 58
Pacific Plastic Repair 69
PBI Sprockets 58
Pennzoil ....Outsert
Penske Racing Shocks 63
Peoria Motorcycle Club 52
Performance Connection 69
Performance Engineering 59
Performance Machine 63
Pettersson Pro Suspension 63
Pit Bull Stands 57
Pit Pro 35,60
PJ1:PJH Brands 66
Pomona Valley Kawasaki 58
Poway Honda-Kawasaki 59
Powroll Inc. 61
Precision Winding 63
Pro Action Technology 61
Pro Art Works 63
Pro Circuit Racing 62
Pro Plates 59
Pro-Action Suspension-SW 66
Pro-Vue 69
R K S Novelties 54
Race Tech. 53,59
Racing Engine Components 59
Rancho M/C Dismantling 61
Regina USA, Inc. 57
Ridersville Cycle 57
Road Atlanta 50,67
Rocket Rex Racing 68
Roger And Cindy Heath 61
Ron Wood Racing 63
Route 66 Classic MC's 69
RS Racing 51
Santa Clara County MC Park 53
SBS 68
Schilling Products 63
Seals Communications ....Outsert
Shoei Helmets 67
Shoup Enterprise 59
Silkolene 45
Slater Bros 59
Sloan/SHY Racing 65,66
Sole Performance 61
Spectro Oils of America 67
Sportland 68
Sprocket Specialists 59
Staintune 67
Starwest Supercross Park 51
State Fair Speedway 59
Stick Em Up Inc 69
StickerPoint USA, Inc. 65
Storz Performance, Inc. 60
Sudco International 65
Sunstar Engineering 62
Superbike Mike Engineering 61
Supertrapp Industries US 65
Suspension Specialties 59
Syed Leathers 68
T & J Enterprises 59
Team Calamari YSR 65
Tech Products 59
Tech-Care Suspension Service 69
Terrycable Products 60,61
The Clayton Foundation 45
Tony D MX School 68
Tony Doukas Racing 68
Too Tech Suspension 68
Torco Racing Oils 60
Town & Country Cycles 59
Trans-Tops, Inc. 52
Tri-R Distributing Inc. 67
Trick Racing Fuel 60
Triumph Motorcycles of America 57
Two Brothers Racing 63
Two Wheels Dual Sport Adventures 65
UFO 58
U.S. Maico/Wulfsports 66
Ultimate Center Stands 57
Uni Filter, Inc. 64
USA Sports 65
Vanson Leathers 60
Video Theater ....Outsert
WERA 67
Walt-Schaffer Cycle Supply 68
Web-Cam 58
Western Honda 69
Western Mfg. Corp. 60
Wheel Works 58
White Bros. Cycle Specialties 59
Wide Open Racing 66
Williamsville Welding Service 51
Willow Springs Motorcycle Club 48
Wiseco 62
Works Connection 62
Works Enduro Rider/WER 65
Works Performance Products 66
WorldSports 68
Yamaha Dealers 19
Yamaha Motor Corp. 11,58
Yoshimura R&D 62
Z Racing 67
Zero Nine Mfg. 65

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TZ125G FACTORY spares kit. Complete Dick Greene. (800) 972-9478. FL. (127-28)

HELP! LOOPED wife's 1976 TT500! Must get stock rear fender, or else! Dave (408) 253-1115. CA.(127)

1993 HONDA CR250R, extensive modifications, mint condition, low hours. (415) 457-3417. CA.(127)

YAMAHA FZR600 gauge cluster, like new, complete. $175. (818) 242-5683. CA. (127)

'95 CR250 Pro Circuit Race Bike
Excellent condition, extras, '95 Fox gears, green or red. $4,000 firm. (310) 542-9584. CA. (327)

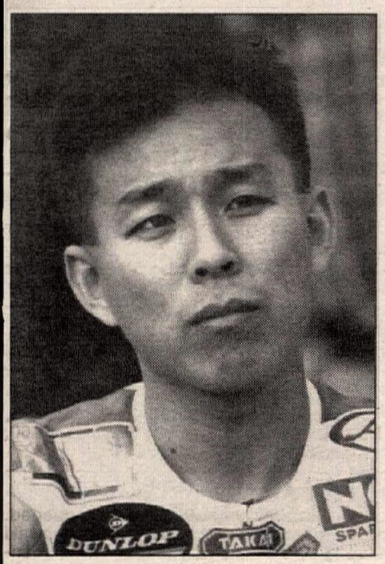
Road Race

AMA SUPERBIKE NAT'L C'SHIP
(After 6 of 10 rounds)

1. Mike Hale (Hon), Carrollton, TX (174/1 win)
2. Miguel DuHamel (Hon), Canada (155/3 wins)
3. Fred Merkel (Suz), Stockton, CA (153)
4. Tom Kipp (Yam), Mentor, OH (136)
5. Dale Quarterley (Duc), Westfield, MA (130)
6. Freddie Spencer (Duc), Shreveport, LA (129/1 win)
   Donald Jacks (Suz), St. Cloud, FL (129)
8. Thomas Stevens (Suz), Sanibel Island, FL (116)
9. Pascal Picotte (Kaw), Canada (92)
10. Eric Moe (Kaw), Spring Lake, MI (91)
    Steve Crevier, (Kaw), Canada, (91)

AMA 600cc SUPERSPORT SERIES
(After 6 of 10 rounds)

1. Miguel DuHamel (Hon), Canada (202/4 wins)
2. Mike Hale (Hon), Carrollton, TX (164/2 wins)
3. Jamie Bowman (Hon), Tequesta, FL (145)
4. Hikaru Miyagi (Hon), Japan (140)
5. Michael Barnes (Kaw), Boca Raton, FL (139)
6. Thomas Wilson (Kaw), Oregon, OH (127)
7. Steve Crevier (Kaw), Canada (116)
8. Larry Pegram (Hon), Baltimore, OH (103)
   Gerald Rothman (Kaw), Manchester, CT (103)
10. Britt Turkington (Kaw), McAllen, TX (93)



YASUTOMO NAGAI

AMA 750cc SUPERSPORT SERIES
(After 6 of 10 rounds)

1. Tom Kipp (Yam), Mentor, OH (192/2 wins)
2. Fred Merkel (Suz), Stockton, CA (165/4 wins)
3. Thomas Wilson (Kaw), Oregon, OH (163)
4. James Randolph (Kaw), Santa Rosa, CA (159)
5. Donald Jacks (Suz), St. Cloud, FL (141)
6. Mark McDaniel (Suz), Birmingham, AL (135)
7. Hikaru Miyagi (Hon), Japan (98)
8. Fritz Kling (Yam), Lansing, MI (96)
9. Gerald Rothman Jr. (Suz), Manchester, CT (88)
10. Aaron Yates (Suz), Milledgeville, GA (80)

AMA 250cc GRAND PRIX SERIES
(After 6 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA (207/5 wins)
2. Nick Ienatsch (Yam), Los Angeles, CA (174)
3. Chuck Sorenson (Yam), Livermore, CA (160)
4. Mike Sullivan (Yam), Centralia, WA (154)
5. Randy Renfrow (Hon), Fredericksburg, VA (143)
6. Greg Esser (Yam), Pompano, FL (129)
7. Christopher Rankin (Yam), Austin, TX (116)
8. Bobby Keith (Yam), Redwood City, CA (103)
9. Jeff Vos (Apr), Holland, MI (94)
10. Jason Paden (Yam), Salida, CA (92)

AMA H-D SUPERTWINS SERIES
(After 6 of 10 rounds)

1. Scott Zampach (H-D), Milwaukee, WI (180/3 wins)
2. Matt Wait (H-D), Modesto, CA (159)
3. Eric Bostrom (H-D), Redondo Beach, CA (156)
4. Andy Fenwick (H-D), Neenah, WI (139)
5. Shawn Higbee (H-D), Marina Del Rey, CA (134/2 wins)
6. Matthew Guidera (H-D), Citrus Heights, CA (128)
7. Billy Graef (H-D), Sheboygan, WI (117)
   Owen Weichel (H-D), Canada (117)
9. Dave Estok (H-D), Daytona Beach, FL (115/1 win)
10. Mario DuHamel (H-D), Canada (105)

AMA 125cc GRAND PRIX SERIES
(After 5 of 9 rounds)

1. Rodney Fee (Hon), Los Angeles, CA (151/1 win)
2. Randy Renfrow (Hon), Fredericksburg, VA (127)
3. Billy Graef (Yam), Sheboygan, WI (120)
4. Takahito Mori (Hon), Japan (102/2 wins)
5. Andre Castanos (Hon), Redondo Beach, CA (100)
6. Mike Mondo (Hon), Pleasant Hill, CA (99)
7. Todd Bowman (Hon), Canada (98)
8. Masahiro Iizuka (Hon), Japan (95/2 wins)
   David Pare (Hon), Elk Grove, CA (95)
10. Kevin Murray (Hon), Vista, CA (93)

500cc WORLD CHAMPIONSHIP
(After 7 of 15 rounds)

1. Michael Doohan (Hon), Australia (120/4 wins)
2. Daryl Beattie (Suz), Australia (119/2 wins)
3. Alberto Puig (Hon), Spain (99/1 win)
4. Alex Criville, (Hon), Spain (92)
5. Luca Cadalora (Yam), Italy (79)
6. Shinichi Itoh (Hon), Japan (60)
   Alex Barros (Hon), Brazil (60)
8. Norifumi Abe (Yam), Japan (55)
9. Loris Capirossi (Hon), Italy (48)
10. Loris Reggiani (Apr), Italy (41)

250cc WORLD CHAMPIONSHIP
(After 7 of 15 rounds)

1. Max Biaggi (Apr), Italy (143/4 wins)
   Tetsuya Harada (Yam), Japan (118/1 win)
3. Ralf Waldmann (Hon), Germany (107/2 wins)
4. Nobuatsu Aoki (Hon), Japan (74)
5. Tadayuki Okada (Hon), Japan (69)
6. Jean-Philippe Ruggia (Hon), France (62)
7. Kenny Roberts Jr. (Yam), Modesto, CA (50)
8. Luis d'Antin (Hon), Spain (38)
9. Carles Checa (Hon), Spain (32)
10. Jurgen van der Goorbergh (Hon), Netherlands (30)

125cc WORLD CHAMPIONSHIP
(After 7 of 15 rounds)

1. Haruchika Aoki (Hon), Japan (136/6 wins)
2. Stefano Perugini (Apr), Italy (82)
3. Kazuto Sakata (Apr), Japan (73)
4. Akira Saito (Hon), Japan (66)
5. Dirk Raudies (Hon), Germany (56.5/1 win)
6. Tomomi Manako, (Hon) Japan (53)
7. Peter Oettl (Apr), Germany (51)
8. Hideyuki Nakajoh (Hon), Japan (47)
   Emilio Alzamora (Apr), Italy (47)
10. Noboru Ueda (Hon), Japan (44)

WORLD SUPERBIKE CHAMPIONSHIP
(After 5 of 12 rounds)

1. Carl Fogarty (Duc), England (230/6 wins)
2. Aaron Slight (Hon), New Zealand (135/1 win)
3. Pier-Francesco Chili (Duc), Italy (112/1 win)
4. Fabrizio Pirovano (Hon), New Zealand (99)
5. Troy Corser (Duc), Australia (93)
6. Mauro Lucchiari (Duc), Italy (92/2 wins)
7. Simon Crafar (Hon), New Zealand (81)
   Yasutomo Nagai (Yam), Japan (81)
9. Piergiorgio Bontempi (Kaw), Italy (70)
10. Colin Edwards II (Yam), Conroe, TX (62)

Motocross

AMA U.S. SUPERCROSS SERIES
(After 15 of 15 rounds)

1. Jeremy McGrath (Hon), Murrieta, CA (320/10 wins)
2. Larry Ward (Yam), Florence, SC (270)
3. Jeff Emig (Yam), Riverside, CA (251/1 win)
4. Mike Kiedrowski (Kaw), Canyon Cntry, CA (240)
5. Doug Henry (Hon), Oxford, CT (211)
6. Mike LaRocco (Kaw), South Bend, IN (208/2 wins)
7. John Dowd (Yam), Fullerton, CA (188)
8. Brian Swink (Hon), Linden, MI (166)
9. Steve Lamson (Hon), Pollock Pines, CA (138)
10. Mike Craig (Hon), Lakeside, CA (133)

AMA EASTERN REGIONAL 125cc SX SERIES
(After 10 of 10 rounds)

1. Mickael Pichon (Kaw), New Iberia, LA (213/4 wins)
2. Mike Brown (Hon), Gray, TN (149/2 wins)
3. Davey Yezek (Suz), Mt. Pleasant, PA (147)
4. Tim Ferry (Suz), Palm Harbor, FL (129/2 wins)
5. Kevin Windham (Yam), Baton Rouge, LA (120)
6. Barry Carsten (Suz), Rayville, NJ (101)
7. James Dobb (Hon), Dayton, OH (96)
8. Jim Neese (Hon), Whitsett, SC (87)
9. Mike Treadwell (Suz), Rumford, ME (76)
10. Nathan Ramsey (Suz), Hixson, TN (69)

AMA WESTERN REGIONAL 125cc SX SERIES
(After 8 of 8 rounds)

1. Damon Huffman (Suz), Acton, CA (194/6 wins)
2. Ryan Hughes (Kaw), Escondido, CA (167/1 win)
3. David Pingree (Kaw), Menifee, CA (135)
4. Craig Decker (Suz), Palm Desert, CA (126)
5. Chad Pederson (Hon), Ft. Dodge, IA (115)
6. Greg Schnell (Suz), Cucamonga, CA (66)
7. Cory Keeney (Yam), St. Paul, MN (64)
8. Scott Sheak (Suz), Corona, CA (63)
9. Pedro Gonzalez (Yam), Corona, CA (57)
10. Brian Deegan (Hon), Bellevue, NE (54)

KYLE LEWIS

AMA NATIONAL CHAMPIONSHIP 250cc MX SERIES
(After 6 of 12 rounds)

1. Jeremy McGrath (Hon), Murrieta, CA (255/3 wins)
2. Jeff Emig (Yam), Riverside, CA (242/1 win)
3. Mike Kiedrowski (Kaw), Canyon Cntry, CA (195/1 win)
4. Greg Albertyn (Suz), Corona, CA (189)
5. John Dowd (Yam), Chicopee, MA (171)
6. Kyle Lewis (Yam), Rosamond, CA (145)
7. Mike LaRocco (Kaw), South Bend, IN (142)
8. Larry Ward (Yam), Florence, SC (124)
9. Doug Henry (Hon), Oxford, CT (117/1 win)
10. Phil Lawrence (Kaw), Menifee, CA (113)

AMA NATIONAL CHAMPIONSHIP 125cc MX SERIES
(After 6 of 12 rounds)

1. Damon Huffman (Suz), Acton, CA (223)
2. Mike Brown (Hon), Gray, TN (219)
3. Tim Ferry (Suz), Palm Harbor, FL (218/1 win)
4. Ryan Hughes (Kaw), Escondido, CA (210/1 win)
5. Mickael Pichon (Kaw), Shelby, NC (204)
6. Steve Lamson (Hon), Pollock Pines, CA (202/3 wins)
7. Robbie Reynard (Kaw), Moore, OK (200/1 win)
8. Chad Pederson (Hon), Ft. Dodge, IA (117)
9. Brian Deegan (Hon), Bellevue, NE (92)
   Denny Stephenson (Suz), Omaha, NE (92)

WORLD CHAMPIONSHIP 125cc MX SERIES
(After 8 of 12 rounds)

1. Alessandro Puzar (Hon), Italy (258/3 wins)
2. Alessio Chiodi (Yam), Italy (208/2 wins)
3. Dave Strijbos (Suz), Holland (150)
4. Jimmy Button (Hon), Corning, NY (141)
5. Sebastien Tortelli (Kaw), France (131)
6. Claudio Federici (Yam), Italy (117/1 win)
7. Mikael Maschio (Yam), Italy (115/1 win)
8. Paul Malin (Yam), Great Britain (105/1 win)
9. Frederic Vialle (Kaw), France (97)
10. Massimo Bartolini (TM), Italy (95)

WORLD CHAMPIONSHIP 250cc MX SERIES
(After 10 of 15 rounds)

1. Stefan Everts (Suz), Belgium (280/4 wins)
2. Tallon Vohland (Kaw), San Jose, CA (239)
3. Marnicq Bervoets (Suz), Belgium (236/2 wins)
4. Kurt Nicoli (Hon), Great Britain (234/1 win)
5. Peter Beirer (Hon), Germany (194)
6. Bob Moore (Yam), Canyon Country, CA (183)
7. Werner DeWit (Suz), Belgium (180)
8. Andrea Bartolini (Yam), Italy (149/2 wins)
9. Pedro Tragter (Suz), Holland (137)
10. Yves Demaria (Yam), France (98/1 win)

WORLD CHAMPIONSHIP 500cc MX SERIES
(After 7 of 12 rounds)

1. Joel Smets (Hbg), Belgium (191/4 wins)
2. Trampas Parker (KTM), Shreveport, LA (185)
3. Darryll King (Kaw), New Zealand (156)
4. Peter Johansson (Hus), Sweden (149)
5. Gerald Delepine (Hon), Belgium (132/2 wins)
6. Shayne King (KTM), New Zealand (111)
7. Gert Jan Van Doorn (Ver), Holland (89)
8. Mike Young (Ver), Ranch Cucamonga, CA (85)
9. Johan Boonen (Hus), Belgium (81)
10. Jacky Martens (Hus), Belgium (80/1 win)

Dirt Track

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 8 of 24 rounds)

1. Scott Parker (H-D), Swartz Creek, MI (95/3 wins)
2. Steve Morehead (H-D), Findlay, OH (77/1 win)
3. Rich King (Hon), Waterloo, IA (73)
4. Jay Springsteen (H-D), Lapeer, MI (68/1 win)
5. Chris Carr (H-D), Valley Springs, CA (63/1 win)
6. Kevin Atherton (Hon), White Pigeon, MI (62)
   Will Davis (Hon), Goldsboro, NC (62)
8. Ronnie Jones (H-D), Oklahoma City, OK (49)
9. Rodney Farris (H-D), Winchester, VA (34)
   Kevin Varnes (Hon), Pottstown, PA (34)

CHRIS CARR

AMA HARLEY-DAVIDSON 883 NATIONAL DIRT TRACK SERIES
(After 6 of 17 rounds)

1. Jay Springsteen, Lapeer, MI (101/4 wins)
2. Mike Hacker, Prince George, VA (80)
3. Georgie Price IV, Sicklerville, NJ (56)
4. James Hart, Centralia, IL (44/1 win)
5. Jason Fletcher, Warren, CT (43)
6. Nate Wait, Lodi, CA (40)
7. Matt Wait, Lodi, CA (37/1 win)
   Doug Beattie, Canada (37)
9. Robert Miller, New Holland, PA (23)
10. Lance Jones, Ohatchee, AL (20)

Speedway

WORLD C'SHIP INDIVIDUAL SPEEDWAY SERIES
(After 2 of 6 rounds)

1. Hans Nielsen, Denmark (35)
2. Tony Rickardsson, Sweden (33)
3. Tomasz Gollob, Poland (32/1 win)
   Mark Loram, Great Britain (32)
5. Chris Louis, Great Britain (27)
   Henka Gustafsson, Sweden (27)
7. Sam Ermolenko, Cypress, CA (25)
8. Billy Hamill, Monrovia, CA (24/1 win)
9. Greg Hancock, Costa Mesa, CA (22)
   Marvyn Cox, Germany (22)

Off-Road

WORLD C'SHIP OBSERVED TRIALS SERIES
(8 of 10 rounds)

1. Jordi Tarres (G-G), Spain (142/4 wins)
2. Marc Colomer (Mon), Spain (141/3 wins)
3. Tommi Ahvala (Fan), Finland (110/1 win)
4. Doug Lampkin (Bet), Great Britain (90)
5. Joan Pons (G-G), Spain (84)
6. Donato Miglio (G-G), Italy (78)
7. Bruno Camozzi (Bet), France (69)
8. Steve Colley (G-G), Great Britain (58)
9. Diego Bosis (Bet), Italy (42)
   Takumi Narita (Bet), Japan (42)
   Amos Bilbao (Bet), Spain (42)

NATIONAL TRIALS SERIES
(After 7 of 11 rounds)

1. Ryan Young (G-G), Lexington, KY (190/3 wins)
2. Geoff Aaron (Bet), Redding, CT (175/3)
3. Jess Kempkes (G-G), Lincoln, NE (119/1)
4. Olivier Clamagirand (G-G), Brea, CA (110)
5. Raymond Peters (Fan), Moreland, NY (104)
6. Matt Moore (G-G), Sapulpa, OK (88)
7. Andy Saum (G-G), Phoenix, AZ (71)
8. Lonny Hallsted (Bet), Clackamus, OR (66)
9. John Clark (Mon), Huntsville, AL (64)
10. Chuck Sutton (Bet), NM (49)

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 6 of 9 rounds)

1. Ty Davis (Kaw), Hesperia, CA (163/4 wins)
2. Randy Hawkins (Suz), Travelers Rest, SC (132)
3. Steve Hatch (Suz), Ithica, NY (126)
4. Kelby Pepper (Kaw), Center, CO (107/1)
5. Mike Lafferty (Kaw), Millville, NJ (86)
6. Danny Hamel (Kaw), Boulder City, NV (60)
7. James Gray (KTM), Gunnison, CO (50)
8. Mat Stavish (KTM), Blaine, MN (46)
9. Kevin Bennett (Hon), Milleville, NJ (37)
10. George Waller (Kaw), Pleasant Grove, AL (34)

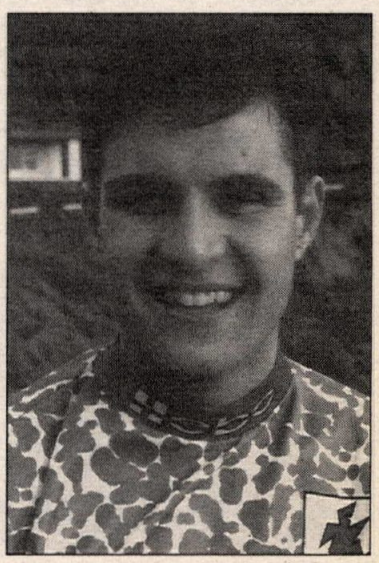
AMA NATIONAL C'SHIP HARE & HOUND SERIES
(After 4 of 6 rounds)

1. Danny Hamel (Kaw), Boulder City, NV (120/4 wins)*
2. Greg Zitterkopf (KTM), Chino, CA (71)
3. Ty Davis (Kaw), Hesperia, CA (50)
   Dan Richardson (Hon), Huntington Bch, CA (50)
5. Drey Dircks (Hon), Tehechapi, CA (48)
6. Abe Baumann (Kaw), Garden Grove, CA (45)
7. Jeff Capt (Hon), Glendora, CA (43)
8. James Gray (KTM), Gunnison, CA (42)
9. Ted Hunnicutt (Kaw), Newbury Park, CA (41)
   John Campbell (Hon), San Juan Cpt., CA (41)

*Clinched championship

AMA NATIONAL C'SHIP HARE SCRAMBLES SERIES
(After 4 of 9 rounds)

1. Scott Summers (Hon), Petersburg, KY (98)
2. Rodney Smith (Suz), Oakley, CA (92)
3. Scott Plessinger (KTM), Hamilton, OH (58)
4. Eric Mashbir (Hon), Oakland, CA (56)
5. Jason Dahners (KTM), Redmond, WA (38)
6. Steve Hatch (Suz), Ithica, NY (36)
7. Ty Davis (Kaw), Hesperia, CA (30)
8. Steve Leivan (Yam), Eldon, MO (29)
9. Guy Cooper (Suz), Stillwater, OK (25)
10. Leigh Latellier, Kansas City, KS (24)



STEVE COLLEY

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 7 of 12 rounds)

1. Fred Andrews (Yam), Salem, OH (111/1 win)
2. Guy Cooper (Suz), Stillwater, OK (102)
3. Tommy Norton (Yam), Norfolk, MA (97)
4. Scott Summers (Hon), Petersburg, KY (96/3 wins)
5. Scott Plessinger (KTM), Hamilton, OH (94/2 wins)
6. Steve Hatch (Suz), Ithica, NY (90)
7. Duane Conner (Yam), Washington, PA (78)
8. Tim Shephard (Yam), Hamilton, OH (72)
9. Terry Cunningham (Yam), Athens, OH (53)
10. Brian Keegan (Yam) (52)

TEARDOWN

By Paul Carruthers

One of the charms of the World Superbike Championship as compared to its rival Grand Prix Series is that it gives National-level riders the opportunity to race against the world's best. There are no one-off "Wild Card" entries struggling to come within five seconds of the best GP racers while riding leased ROC and Harris Yamahas. Oh, no, this is much easier.

When the likes of Carl Fogarty, Aaron Slight and Fabrizio Pirovano cross the Atlantic to race in the American round of the series at Laguna Seca in a few weeks' time, racers like Tom Kipp, Mike Hale and Pascal Picotte will be given the chance to test their skills against their counterparts in the World Superbike Series. They'll race their own motorcycles and they'll be assisted by their own teams. Nothing to rent, no excuses.

But will they be competitive, or are we still talking about a struggle to stay within five seconds of Fogarty and Co.?

On paper it would appear that all things are equal: Kipp, Hale, Picotte and the others will be given the unique opportunity of racing against the very best Superbike riders in the world on equal footing.

On the race track, those chances will end up being far less appealing. And that's not to slight the AMA regulars, many of whom could compete for a World Superbike Championship in the right situation. Unfortunately, a one-off race won't provide these guys much hope, even at home. Mainly because their motorcycles just won't match up.

Take the Vance & Hines Yamaha team, for example. This isn't a team that ordinarily travels to a race with their heads bowed in defeat, but they'd have to be living in some sort of racing la-la-land if they expected anything more than a struggle for a top-10 finish at Laguna Seca. After all, isn't that really what the World Superbike Yamaha team of Colin Edwards II and Yasutomo Nagai have been doing for most of the World Superbike season? And these are two riders who are racing for a *factory* team that is geared toward nothing but the World Superbike Series.

"The difference between the two motorcycles (Edwards' vs. Kipp's and James') comes down to budget," Vance & Hines crew chief Jim Leonard says. "They have more at every level - tires, engines, everything. Our engines are built right here. The World Superbike engines are built in Japan. We'll do the best we can, but we don't expect to be on the podium."

One of the problems Leonard expects to run into is with fuel; the World Superbike Series has a much more stringent fuel requirement. It's an area where Leonard expects to lose some four horsepower from his Vance & Hines Yamahas. "From what I've heard, pump gas in the U.S. wouldn't even be legal in World Superbike. It's very strict compared to ours. We pour in our gas and go. It won't be like that. They've developed their engines around that gas, and obviously we haven't."

It doesn't end there. The carburetors that the Vance & Hines Yamahas use in AMA racing aren't homologated for the World Superbike Series, and they'll also have to change the size of their airboxes. All in all, it should make for a long weekend for Kipp and James, who is a questionable starter because of his recent wrist injury.

The American who knows the most about the World Superbike Series is Rob Muzzy, the man behind the Kawasakis on which Scott Russell was crowned World Champion in 1993. Muzzy is a bit more optimistic of the locals' chances.

"They'll make a showing," Muzzy said. "They have a few things on their side. The Europeans who haven't tested at Laguna Seca will have some difficulties with the track. Equipment-wise, though, the Americans will be a step behind."

Muzzy's main man for the race is Aussie Anthony Gobert, Kawasaki's lone factory entry in the series. "Gobert's the closest we have," Muzzy added. "We had a new motor for Monza and we're back in the hunt. Laguna Seca always favors the Ducati and it still will, but there's a slim chance. Pascal (Picotte) and Steve (Crevier) will be riding, but their motorcycles won't be at the level of Gobert's. Their bikes will be the same as they've been running here, which are the same as what Gobert had before Monza."

Ah, the Ducatis. We've seen what Fogarty, Troy Corser and Pier-Francesco Chili can do with theirs in the World Superbike Series. The question remains, how close will the Fast By Ferracci Ducatis ridden by Freddie Spencer, Mike Smith and Takahiro Sohwa be for Laguna? If you think Mr. Ferracci's bikes will be in the same trim as they've been in for the AMA races, you're kidding yourself. At the very least, one of them will be fully decked in World Superbike garb...which is actually less, at least in weight. But more, oh, so much more, when it comes to those horsepower-producing cubic centimeters.

A call to Eraldo's shop in Philadelphia gave the biggest clue that the Italian V-twin wizard has something up his sleeve. "Eraldo's in Italy," said the man at the other end of the conversation. "He'll be back next week." He didn't need to say more.

I've got $10 that says Ferracci returns from Bologna with a slightly bigger engine. I'll also bet that the enlarged 916 somehow finds its way into Spencer's chassis, just in the nick of time for Laguna Seca.

Muzzy agrees: "Ducati has done that before, helped a local rider for a race. He won't be able to use it in the AMA races, but he'll be able to use it for this race. I can see them loaning him a motor for this event. It won't be the same as what Fogarty has, but he'll get something better."

And that brings us to the team that has had the most success thus far in the 1995 AMA Superbike National Championship - Smokin' Joe's Honda. Yamaha-man Leonard feels that it is the Honda men who will give the Americans their best chance at World Superbike glory in Monterey. "I think U.S. Honda have the best shot of running with their European counterparts. When I've talked to them, they've been excited for this race. They're looking forward to showing what their team is capable of."

So just how close are the Honda RC45s ridden by Hale and Miguel DuHamel to the one which was raced to a World Superbike victory in Albacete, Spain, by Kiwi Aaron Slight? Close, according to some. Not very, according to others.

"I think we'll be pretty close," Smokin' Joe's crew chief Ray Plumb said. "We're dealing a lot more with HRC now. I'm sure that (Aaron) Slight's bike will have different specifications than ours, but it will be close to what we have. I think we're only a couple of months behind, but I don't really know any details. We've done a lot of testing at Laguna and that will help us. I think we'll be fast from the get-go, but come race day they may have an advantage. We share knowledge with them (Castrol Honda), and we'll be running the same fuel that they've been running. I think we'll be right there, but there will be a lot of fast Ducatis there and they do jump out of the corners. And that's what you need at Laguna. Put it this way, we'll have to work for it."

So there you have it. A little insight into what those in the know actually know.

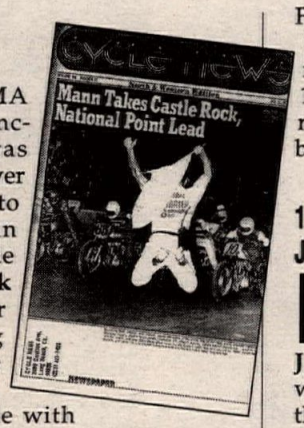
I could go on record with a stunning race prediction, but it wouldn't carry much weight. In case you've forgotten, I'm the one who picked Kevin Magee to win the AMA Superbike title last year. But I really can't resist. Hey, can I look any worse?

The man who will emerge from the first World Superbike race at Laguna Seca with the most points will be an Australian. His initials are T.C., and he'll win the race on a Ducati, causing further stirring of the hornets' nest with those who would like to see more sanctions thrown upon the red V-twins.

Who's right and who's wrong? We'll know in a few weeks. CN

LOOKING BACK...

25 YEARS AGO... JULY 21, 1970



Official AMA starter Bouncing Bob was pictured on the cover waving the start to the Amateur main event at the Castle Rock TT; **Chuck Joyner** won. Later in the evening **Dick Mann** came out on top of a bar-banging battle with rookie **Dave Aldana** to win the National and to regain the points lead in the championship...Factory Husqvarna rider **Heikki Mikkola** once again took victory in the international "Viking" motocross series. The Finn had to replace the Husky's piston after the first moto, as it had seized just as he took the checkered flag...**Rick Woods** put the speed in speedway at the Kern County Fairgrounds in Bakersfield winning both the handicap and semi in the night's racing...In the Classified section, 1960 **Matchless** 500cc single - with a rebuilt engine and transmission - could be yours for only $300.

15 YEARS AGO... JULY 16, 1980

NMRA Indy Top Fuel winner **Jim Bernard** was shown on the cover ready to launch his Yamaha drag bike to a sub-eight-second quarter mile at Indianapolis Raceway Park. The number-one-plate holder took his first victory of the season over Harley-mounted **Roland Stuart**...Team Kawasaki rider **Warren Reid** had a mammoth weekend with a triple Pro-class victory at the 13th annual Mammoth MX. Some notables to follow him across the line were **Rick Johnson**, **Donnie Hansen** and **Mike Bell**...Strectching out his points lead in the 500cc National MX series **Chuck Sun** rode to a win at Washougal with **Goat Breker** not far behind. **Mark Barnett** topped the 125 class..."It sure feels good to be national champ again," said **Kent Howerton** in an interview with the 250cc National MX Champion.

5 YEARS AGO... JULY 11, 1990

The cover story was a feature on the upstate New York track, **Unadilla,** in a preview of the U.S. round of the 250cc World MX Grand Prix series...The reigning "King of Unadilla," **Rick Johnson** was featured in an accompanying interview...Harley-Davidson's **Scott Parker** was engaged in a no-holds-barred fight with **Chris Carr** at the Lima Half Mile. Parker won...Californian **Doug Chandler** made it two in a row with his victory in Superbike racing at Road America, breaking the lap record in the process...In a double of a different sort, **Kurt Hough** collected his second consecutive Trask Mountain ISDE Qualifier victory in as many years. Hough also clinched the inaugural AMA National Reliability Enduro Championship title with his Trask win...Belgian **Eric Geboers** went 1-1 for the overall victory in the Italian round of the 500cc World MX series thus moving into the points lead. An unlucky **Billy Liles** was the series points leader going into the event but broke his leg during practice. CN

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MOTOCROSS

(#7) The History of Motocross
Gary Semics has put together the story of motocross' early days, highlighting 52 years of European and American racing. From the days when British dinosaurs ruled the roost to Jeremy McGrath whipping the "nac-nac" on his CR250, you'll see it all in this 95 minute video from Gary Semics Video.

(#65D) 1994 Motocross des Nations
After 13 years of winning the "Olympics" of motocross, the American team came up second to the British champs. You'll see how it happened in this 90-minute show from Motovideo.

(#68) 1994 World 250cc MX Series Review
Highlights of all the rounds of the '94 250cc MXGP Series featuring Greg Albertyn, Stefan Everts, Donny Schmit, Yves Demaria, Marnicq Bervoets and Kurt Nicoll in their quest for the World Championship. 90 minutes from Motovideo.

(#149) 1994 Budd's Creek 250cc USGP
Team Pepsi-Honda's Yves Demaria shocked the American MX fans when he won the U.S. round of the '94 250cc World MX Championship Series at Budd's Creek, Maryland. Demaria led a massive European revolt eager to beat the dominant Americans at their own round of the World Championships. 47 minutes from Motovideo.

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video.

(#162D) '93 AMA Nat'l. MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo.

(#162E) 1994 AMA Nat'l. MX Season Review
Narrated by Larry Maiers, it's all here-highlights of the entire 1994 AMA 250cc National MX Championship Series. 60 minutes from Motovideo.

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video.

SUPERCROSS

(#301F) 1995 Orlando Supercross
Round #1 of 125/250cc U.S. Supercross Series action at the Citrus Bowl in Orlando, Florida. 47 minutes from Motovideo.

(#310F) 1995 Minneapolis Supercross
Round #2 of 125/250cc U.S. Supercross Series action at the Metrodome in Minneapolis, Minnesota. 47 minutes from Motovideo.

(#303F) 1995 Anaheim Supercross
Round #3 of 125/250cc U.S. Supercross Series action at Angels Stadium in Anaheim, California. 47 minutes from Motovideo.

(#312F) 1995 Seattle Supercross
Round #4 of 125/250cc U.S. Supercross Series action at the Kingdome in Seattle, Washington. 47 minutes from Motovideo.

(#304F) 1995 San Diego Supercross
Round #5 of 125/250cc U.S. Supercross Series action at Jack Murphy Stadium in San Diego, California. 47 minutes from Motovideo.

(#306F) 1995 Atlanta Supercross
Round #6 of 125/250cc U.S. Supercross Series action at the Georgia Dome in Atlanta, Georgia. 47 minutes from Motovideo.

(#307F) 1995 Indianapolis Supercross
Round #8 of 125/25cc U.S. Supercross Series action at the RCA Dome in Indianapolis, Indiana. 47 minutes from Motovideo.

(#302F) 1995 Houston Supercross
Round #9 of 125/250cc U.S. Supercross Series action at the Astrodome in Houston, Texas. 47 minutes from Motovideo.

(#309F) 1995 Pontiac Supercross
Round #10 of 125/250cc U.S. Supercross Series action at the Silverdome in Pontiac, Michigan. 47 minutes from Motovideo.

(#308F) 1995 Charlotte Supercross
Round #11 of 125/250cc U.S. Supercross Series action at Memorial Stadium in Charlotte, North Carolina. 47 minutes from Motovideo.

(#311F) 1995 Dallas Supercross
Round #12 of [illegible] Series action at Texas Stadium in [illegible] minutes from Motovideo.

Not Available

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo.

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo.

(#325E) Lightning Strikes Twice
A review of all 15 Coors Light Challenge rounds of the 1994 AMA Supercross Series as Jeremy McGrath steamrolled the 250cc class on the way to his second consecutive title. Also includes highlights of Eastern and Western 125cc rounds. 60 minutes from Motovideo.

TOURING & ROAD RIDING

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

(#213) The Roads of Colorado
Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions.

ROAD RACING

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA.

(#78F) 1994 500cc GP Review
3 hours of terrific 500cc GP action in a memorable season of tough, exciting and dramatic racing. All 14 rounds are covered with extensive camera footage filmed from the air, the track, and on-bike with the top riders. 180 minutes from Duke Video USA.

((#79F) 1994 125/250cc GP Review
Watch all the 1994 250cc GP highlights in 90 sensational minutes plus the best of the 125s in 30 minutes, all in one brilliant tape; 120 minutes from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#81D) '93 Laguna Seca US Grand Prix
John Kocinski raced the factory Cagiva to glory over Lucky Strike Suzuki's Alex Barros and Marlboro Roberts Yamaha's Luca Cadalora, confirming a straight flush of five American 500cc GP class winners at the California circuit. 55 minutes from Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT '92. 115 minutes from Duke Video USA.

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA.

(#94E) 1994 Isle of Man TT
"The 11th Milestone"-Hundreds of entries from 19 countries, thousands of fans gathering on the Isle of Man from all corners of the globe, record-breaking race action - you'll see it all in this long-version 120 minute tape from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From preseason testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103A) Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA.

(#103B) Schwantz: GP Year '94
A Grand Prix diary of the world's most exciting GP rider: The drama of this most heroic of all seasons is here, along with the lighter moments as Schwantz enjoys himself as a spectator at the Tour de France, hangs his leathers on the wall of the Hard Rock Cafe and woos the daughter of Argentina's president with a gift of 1,000 roses. 70 minutes from Duke Video USA.

(#115) Cutting Edge Bikes
Join Mat Oxley as he tests the best of the '94 GP bikes, including Doohan's Honda NSR500, Biaggi's 250cc Aprilia, and Sakata's 125cc Aprilia. This video provides a behind the scenes look at the leading edge of motorcycle racing and development. 72 minutes from Duke Video USA.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#125) Hogs Wild!
A review of the 1992 U.S. Harley-Davidson TwinSports Championship as Scott Zampach and Mike Hale duel to the finish for the series title. 56 minutes from Duke Video USA.

(#248) 1992 AMA Superbike Series Review
Follow the '92 AMA Superbike Series from start to finish as Doug Polen and Scott Russell force a Ducati vs. Kawasaki showdown for the title. 55 minutes from Duke Video USA.

(#248A) 1994 AMA Superbike Series Review
Troy Corser, Jamie James, Colin Edwards, Fred Merkel and the rest fight to the finish line in this highlight video of the '94 U.S. Superbike Series. 40 minutes from Motovideo.

(#400A) 1994 World Superbike Series Review
Follow the highlights of each round of the '94 WSB Series as Ducati's Carl Fogarty takes his Ducati down to the wire for the World Championship against defending champion Scott Russell after a season-long battle. 167 minutes from Duke Video USA..

(#401B) 1995 German World Superbike
Round #1 featuring two legs of WSB Series action from the famous Hockenheimring in Hockenheim, Germany. 55 minutes from Duke Video USA.

(#402B) 1995 Italian World Superbike
Round #2 featuring two legs of WSB Series action from the heart of Ducati country in Misano, Italy. 55 minutes from Duke Video USA.

(#403B) 1995 British World Superbike
Round #3 featuring two legs of WSB Series action as Fogarty charms the hometown crowd with twin wins at Donington Park. 55 minutes from Duke Video USA.

SPEEDWAY

(#45D) 1994 US Speedway Nat'l. C'Ship
World Champion Sam Ermolenko defends his AMA #1 plate against fifteen of America's best. Bruce Penhall, Terry Clanton and Bruce Flanders take you through one of the most exciting Nationals of all time. 60 minutes from RAZ Video.

DIRT TRACK

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#182) Smooth Moves
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Motovideo.

VINTAGE

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc world Championship. 65 minutes from Duke Video USA.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - classic racing at its best. 69 minutes from Duke Video USA.

(#118) Enduring Memories
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how much the bikes changed the sport in just five years. 45 minutes from Motovideo.

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Haliman, Dave Bickers, Joel Robert, and Roger DeCoster; also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Features Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, and Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts' outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today: Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

ENDURO & DUAL SPORT

(#28) Ride Like the Wind
Five different great off-road adventures: Follow Stephane Peterhansel as he wins some of the great motorcycle rally races worldwide, and join Yamaha's "Spirit of Adventure" riders on tours through Australia, Baja, and Utah. 93 minutes from Duke Video USA.

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walldurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#96) 1993 Pharaohs Rally
Follow the great names in motorcycle and auto rally racing as they traverse the desert sands of Egypt. 52 minutes from Frog Specialties.

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo.

(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video.

(#210) 1993 Colorado 500
Join the legends of motorcycle sport on the classic 18th annual invitation-only Colorado 500 trail ride. Features 5 days and 500 miles of the best trail riding in America. 90 minutes from L&M Productions.

(#211) 1994 Cycle News Loretta Lynn DS Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions.

(#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions.

INSTRUCTIONAL & TECHNICAL

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from DB Sports.

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports.

(#27) This is Motorcycle Trials
Top trials riders Steve Colley and Sammy Miller explain and demonstrate the art of trials riding, from basic principles to winning techniques. This video also covers the development of trials bikes and the sport over the last 40 years. 60 minutes from Duke Video USA.

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video.

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video.

(#32) Two-Stroke Engine Rebuilding
Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video.

(#33) Rear Shock Service and Tuning
This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video.

(#34) 4-Stk Performance Tuning & Maintenance
Eric Gorr demonstrates engine rebuilding and performance tuning for Japanese 4-cylinder 16-valve street bike engines. Highlights include computer-based tuning software, flow testing, and porting techniques. 160 minutes from Forward Motion Video.

(#35) Gary Semics MX Techniques #1
Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video.

(#36) Gary Semics MX Techniques #2
More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video.

(#37) Gary Semics MX Techniques #3: Jumping & Whoops
Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video.

(#100) Rick Johnson's "Motovation"
Rick Johnson shows you how to approach the sport of MX his way, from mental preparation to physical training and riding technique. 70 minutes from Motovideo.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#135A) Street Smarts II
Picks up where Volume 1 left off, and continues to give you useable street riding techniques and information from well-known riders such as Wes Cooley, Chuck Graves, David Emde, Cal Rayborn III and others who show you more safety techniques you can apply to your street riding. Also features new on-track race footage and on-bike sequences shot on the mean streets of Los Angeles. 45 minutes from Street Smarts Video.

(#135B) Street Smarts III: Danger Zones
"Danger Zones" takes a look at street riding tactics and some of the situations you may encounter on the street, so that when and if they occur, you already have a plan of what you might do to avoid an accident. This video will make you think before you are put on the spot. Contains on-bike footage, computer animation and interviews. 37 minutes from Street Smarts Video.

VIDEO MAGAZINES

(#11) Rick Johnson - Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#55) Moto n' Motion: Jeremy McGrath
An up-close-and-personal look at Jeremy McGrath as the champ discusses sponsorship, friends, family, fans and life. Watch Jeremy practicing on his backyard supercross track, and relaxing at home. 23 minutes from Moto n' Motion.

(#60) MX-Posed: Volume #1/1
Project FMF RM125 Hop-Up, Damon Huffman profile, OpTak on-bike MX computer, a look inside Noleen Racing, and training tips from Jeff Spencer. 47 minutes from MX-Posed Video.

(#60A) MX-Posed: Volume #2/1
Talk to Rick Johnson, listen to Damon Bradshaw, see Steve Lamson, learn Suspension Set-Up, experience Motocross Action. 47 minutes from MX-Posed Video.

(#70) Jeremy McGrath: Winning Can Be Fun!
Jeremy's positive lifestyle, combined with the love and encouragement of his family, exemplify what it takes to go after the checkered flag and be a winner...at the race track and in life. All-new footage filmed in 1995; 30 minutes from Musical Pictures Video.

(325) Coop: The Guy Cooper Story
The amazing saga of America's most infamous MX racing star. From his humble beginnings to his magnificent racing career, this show will take you on an emotional roller coaster. 45 minutes from Motovideo.

CRASHES

(#29) The Ultimate Ride
Rider/driver eye views of a wide variety of action and high-risk sports: flying, bobsledding, TT racing on the Isle of Man, rally driving, free-fall parachuting, driving a Lamborghini Diablo, diesel truck racing, karting, hang gliding, power boating, trials riding, skiing, bungee jumping, rollercoasting, and motorcycle GP racing. Features hi-fi sound with "surround sound" effects. 62 minutes from Duke Video USA.

(#63) Motocross Wipeout
Hundreds of gnarly crashes featuring slow-motion replays with a music video format. Footage from motocross and supercross events around the country. 60 minutes from Motovideo.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(176A) Crash Impact II
Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video.

MOVIES

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from KWB Marketing Group.

(#181) Heavy Duty: 90 Years w/ H-D
An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes from Duk e Video USA.

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